SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

123

TIME TABLE

FOR THE

LOS ANGELES DIVISION

To Take Effect Sunday, August 2d, 1914, 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

H. V. PLATT,
Asst. General Manager.

SANTA BARBARA AND LOS ANGELES SUBDIVISION.

Eastward

FROM SAN FRANCISCO

TIME TABLE
No. 123
August 2, 1914

Length of sidings in cars, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS						Distance from San Francisco	STATIONS
	40	244	134	48	46	22	58	10	80	76	56		
	Mixed	San Francisco Manifest Freight	Way Freight	Mixed	Mixed	Coaster	Santa Barbara Santa Paula Passenger	San Francisco Passenger	Santa Barbara Oxnard Passenger	The Lark	Santa Barbara Santa Paula Passenger		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard WFTO		3.15AM	2.00AM			7.25PM	2.15PM	10.25AM	7.20AM	6.30AM	5.15AM	370.7	DN-R **STA. BARBARA** 0.1
												370.8	SANTA BARBARA ST. RY. CO. 1.0
		3.21	2.06			7.29	2.19	10.29	7.24	6.34	5.19	371.8	E. STA. BARBARA 1.6
49		3.25	2.10			7.31	f 2.21	10.32	f 7.26	6.36	f 5.21	373.4	COUNTRY CLUB 0.5
							f		f		f	373.9	MONTECITO (No Siding) 0.7
7							f		f		f	374.6	MIRAMAR 1.6
17		3.32	2.17			f 7.35	s **2.30**	10.36	s 7.32	6.40	f 5.30	376.2	D SUMMERLAND 1.1
99		3.36	2.21			7.37	f 2.32	**10.38**	f 7.34	6.42	f 5.32	377.3	ORTEGA 1.0
							f		f		f	378.3	SERENA (No Siding) 2.9
48 W		3.44	2.32			f 7.42	s 2.40	**10.43**	s 7.40	6.47	s 5.40	381.2	DN CARPINTERIA 2.2
47		3.51	2.39			**7.46**	2.44	10.46	7.43	6.50	5.44	383.4	WAVE 1.1
21							f		f		f	384.5	BENHAM (Spur) 1.2
47		3.57	2.45			7.50	f 2.48	10.50	f 7.47	6.54	f 5.48	385.7	PUNTA 2.9
46		4.05	2.55			7.54	f **2.53**	10.55	f 7.51	6.59	f 5.53	388.6	SEACLIFF 4.3
47		4.15	3.08			8.00	f 2.59	11.01	f 7.57	7.05	f 5.59	392.9	DULAH 4.4
		4.25	3.18	2.10PM	9.30AM	8.06	3.06	11.07	8.03	7.11	6.05	397.3	**VENTURA JUNC.** 0.9
57 W		4.35	3.50	s **2.20**	s**10.00**	s 8.12	s 3.15	s**11.15**	s 8.10	7.17	s 6.15	398.2	DN VENTURA 2.8
27½		4.42	4.00	f 2.26	f10.10	8.17	f 3.20	11.20	f 8.14	7.21	f 6.20	401.0	EDFU 2.2
51 Y	7.00AM	4.47	4.10AM	s 2.32	s10.16	s **8.21**	s **3.25PM**	11.25	f 8.18	7.24	s 6.25AM	403.2	D **MONTALVO** 2.4
8 P	f 7.10	4.53		f 2.38	f10.22	8.26		11.30	f 8.22	7.29		405.6	EL RIO 2.2
68 FOWY	s **7.34**	5.02		2.45PM	10.30AM	s 8.35		s11.40	s 8.30	**7.34**		407.8	DN **OXNARD** 4.3
47	f 7.55	5.12				f 8.41		11.46	f 8.36	7.40		412.1	LEESDALE 1.5
37	f 8.00	5.16				8.43		11.49	8.38	7.42		413.6	SUCROSA 3.0
53	s **8.44**	5.28				f 8.50		11.56	s **8.44**	7.47		416.6	D CAMARILLO 3.2
53 W	s **9.15**	5.50				f **8.57**		12.06PM	s 8.53	7.54		419.8	D SOMIS 3.1
53	f 9.30	6.15				f 9.03		12.13	f 9.00	7.59		422.9	LAGOL 1.3
23	f 9.35	6.20				9.05		12.16	**9.04**	8.01		424.2	TERNEZ 2.9
61	s 9.50	6.28				f 9.12		**12.23**	s 9.10	8.06		427.1	D MOORPARK 5.1
47 W	f10.10	6.42				f **9.25**		12.35	f 9.22	8.16		432.2	N STRATHEARN 1.3
20	f10.15					f			f			433.5	SIMI 4.0
58	s10.35	7.00				f 9.35		12.47	s 9.35	8.26		437.5	D SANTA SUSANA 2.7
42												440.2	SIMI QUARRY (Spur) 0.2
21												440.4	DILLON (Spur) 0.6
50	f10.50	7.12				f 9.43		12.57	f 9.42	**8.35**		441.0	HASSON 4.5
E 50 W 55 PW	s**11.15**	7.30				f 9.53		1.10	s 9.55	8.45		445.5	DN CHATSWORTH 0.6
	f11.30AM	7.32				9.54		1.11	9.56	8.46		446.1	**CHATSWORTH JUNC.** 3.8
E 54 W 54 P		7.47				f10.00		1.19	f10.04	8.53		449.9	ZELZAH 4.2
E 53 W 54		**8.12**				f10.07		1.29	f10.12	9.00		454.1	**RAYMER** 0.9
I												455.0	CROSSING P. E. RY. 3.4
E 52 W 53		8.35				f10.15		1.39	f10.20	9.06		458.4	HEWITT 4.8
67 WY		**9.15AM**				s10.25PM		f **1.50PM**	s10.30AM	**9.15AM**		463.2	DN-R **BURBANK**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(92.5)
	(4.30) 9.53	(6.00) 15.24	(2.10) 15.00	(0.35) 18.00	(1.00) 10.50	(3.00) 30.83	(1.10) 27.84	(3.25) 27.07	(3.10) 29.22	(2.45) 33.64	(1.10) 27.84		Total Time. Average speed per hour.

Double Track

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction. Exception No. 22 is superior to No. 57.

Los Angeles Div.

SANTA BARBARA AND LOS ANGELES SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE
No. 123
August 2, 1914

Double Track (Sta. Barbara – E. Sta. Barbara)

Automatic Block Signals

		FIRST CLASS							THIRD CLASS					
	Distance from Burbank	21	55	79	57	75	101		43	45	47	41	133	243
		Coaster	Santa Barbara Santa Paula Passenger	Santa Barbara Oxnard Passenger	Santa Barbara Santa Paula Passenger	The Lark	Sunset Limited		Mixed	Mixed	Mixed	Mixed	Way Freight	San Francisco Manifest Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
DN-R **STA. BARBARA** 0.1	92.5	s10.55AM	11.20AM	8.25PM	10.00PM	s11.15PM	s 2.00AM						4.30PM	12.05AM
SANTA BARBARA ST. RY. CO. 1.0	92.4													
E. STA. BARBARA 1.6	91.4	10.50	11.15	8.20	9.55	11.10	1.55						4.20	11.59
COUNTRY CLUB 0.5	89.8	10.47	f11.10	f 8.17	f 9.50	11.07	1.52						4.15	11.50
MONTECITO (No Siding) 0.7	89.3		f	f	f									
MIRAMAR 1.6	88.6		f	f	f									
D SUMMERLAND 1.1	87.0	10.40	s10.56	f 8.04	s 9.35	11.00	1.45						4.00	11.37
ORTEGA 1.0	85.9	**10.38**	f10.53	8.00	f 9.30	10.58	1.43						3.47	11.32
SERENA (No Siding) 2.9	84.9		f		f									
DN CARPINTERIA 2.2	82.0	f10.32	s**10.43**	f 7.52	s 9.22	10.52	f 1.37						3.35	11.22
WAVE 1.1	79.8	10.28	10.37	**7.46**	9.16	10.48	1.33						3.20	11.15
BENHAM (Spur) 1.2	78.7		f		f									
PUNTA 2.9	77.5	10.24	f10.32	7.42	f 9.10	10.44	1.29						3.10	11.05
SEACLIFF 4.3	74.6	10.19	f10.27	7.37	f 9.05	10.39	1.24						**2.53**	10.55
DULAH 4.4	70.3	10.12	f10.20	7.30	f 8.58	10.32	1.17						2.38	10.48
VENTURA JUNC. 0.9	65.9	10.05	10.12	7.23	8.50	10.25	1.10			11.25AM	**4.05PM**		2.27	10.35
DN VENTURA 2.8	65.0	s**10.00**	s**10.00**	s 7.18	s 8.45	**10.20**	s 1.05			s**11.15**	s 4.00		**2.20**	**10.20**
EDFU 2.2	62.2	9.52	f 9.45	7.11	f 8.35	10.14	12.56			f11.04	f 3.32		1.37	10.00
D **MONTALVO** 2.4	60.0	**9.49**	**9.40AM**	f 7.08	**8.30PM**	10.11	12.53		6.20AM	s11.00	s **3.25**		1.30PM	9.55
EL RIO 2.2	57.6	9.44		f 7.03		10.06	12.49		f 6.15	f10.55	f 3.10			9.47
DN **OXNARD** 4.3	55.4	s 9.40		s 7.00		10.03	s12.45		6.10AM	10.50AM	3.05PM	2.30PM		9.40
LEESDALE 1.5	51.1	f 9.29		f 6.52		9.56	12.35					f 2.05		9.29
SUCROSA 3.0	49.6	9.27		6.50		9.54	12.32					f 2 00		9.25
D CAMARILLO 3.2	46.6	s 9.22		s 6.45		9.49	12.27					s 1.50		9.19
D SOMIS 3.1	43.4	s **9.15**		s 6.38		9.43	12.19					s 1.20		**8.57**
LAGOL 1.3	40.3	f 9.07		f 6.31		9.38	12.11					f12.47		8.35
TERNEZ 2.9	39.0	**9.04**		6.29		9.36	12.08					f12.40		8.25
D MOORPARK 5.1	36.1	s 9.00		s 6.25		9.32	12.03AM					s**12.23**		8.12
N STRATHEARN 1.3	31.0	f 8.53		f 6.17		**9.25**	11.54					f12.06		7.52
SIMI 4.0	29.7	f		f								f12.01PM		
D SANTA SUSANA 2.7	25.7	f 8.45		s 6.07		9.18	11.45					s11.48		7.40
SIMI QUARRY (Spur) 0.2	23.0													
DILLON (Spur) 0.6	22.8													
HASSON 4.5	22.2	f **8.35**		f 6.00		9.12	11.37					f11.35		7.30
DN CHATSWORTH 0.6	17.7	f 8.25		s 5.48		9.01	11.25					s**11.15**		7.08
CHATSWORTH JUNC. 3.8	17.1	8.23		5.45		8.59	11.21					11.05AM		7.05
ZELZAH 4.2	13.3	f 8.18		f 5.39		8.54	11.15							**6.55**
RAYMER 0.9	9.1	f **8.12**		f 5.32		8.47	11.06							**6.43**
CROSSING P. E. RY. 3.4	8.2													
HEWITT 4.8	4.8	f 8.05		f 5.25		8.40	10.57							**6.30**
DN-R **BURBANK**	0.0	7.55AM		5.15PM		8.30PM	10.45PM							**6.10PM**
(92.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Total Time		(3.00)	(1.40)	(3.10)	(1.30)	(2.45)	(3.15)	(0.20)	(0.10)	(0.35)	(1.00)	(3.25)	(3.00)	(5.55)
Average Speed per hour		30.83	19.50	29.22	21.67	33.96	28.45	17.70	27.60	18.00	10.50	11.22	10.83	15.60

Westward trains are superior to trains of same class in opposite direction. Exception: No. 22 is superior to No. 57. No. 101 stop all stations in California to discharge passengers from El Paso and East.

Eastward

FROM SAN FRANCISCO

Length of sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.					THIRD CLASS					FIRST CLASS										Distance from San Francisco	TIME TABLE No. 123 August 2, 1914
					262	**40**	**252**	**244**		**22**	**108**	**58**	**10**	**80**	**76**	**56**	**26**	**102**	**8**		
					Way Freight	Mixed	Sunset Manifest Freight	San Francisco Manifest Freight		Coaster	Fresno Express	Santa Barbara Santa Paula Passenger	San Francisco Passenger	Santa Barbara Oxnard Passenger	The Lark	Santa Barbara Santa Paula Passenger	The Owl	Sunset Limited	New Orleans Passenger		
					Leave Daily Ex. Monday	Leave Daily Except Sunday	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
E 47 W 87 WFY					12.01PM		**7.45AM**				6.07PM	5.15PM				8.15AM	**7.35AM**	6.45AM	5.45AM	450.6	DN-R **SAUGUS** 2.4
70					12.15		7.55				s 6.12	s 5.20				s 8.20	**7.40**	6.50	s 5.55	453.0	D NEWHALL 0.7
21																				453.7	ELAYON 0.7
5																				454.4	WALTZ JUNC. 2.2
44 P					**12.40**		8.15				**6.25**	f 5.33				f 8.30	7.50	7.00	6.10	456.6	TUNNEL 2.6
12												f				f				459.2	SYLMAR 2.6
71 PWFY					1.00		8.37				s 6.35	s 5.45				s 8.37	7.57	7.07	s 6.25	461.8	DN-R **SAN FERNANDO** 0.7
																				462.5	JOKO (Spur) 0.9
71					1.15		9.00				**6.41**	f 5.50				f 8.45	8.00	**7.10**	f 6.29	463.4	PACOIMA 3.2
																			f	466.6	VILLA VISTA (No Siding) 0.7
																				467.3	TEJUNGA (Spur) 0.6
71					1.30		9.15				6.50	f **6.00**				f 8.53	8.06	7.16	f 6.37	467.9	ROSCOE 4.2
71 WY					**2.00**	1.35PM	9.35	**9.15AM**		10.25PM	s **7.03**	s 6.10	**1.50PM**	10.30AM	**9.15AM**	s **9.05**	**8.15**	7.25	s **6.47**	472.1	DN-R **BURBANK** 2.2
																				474.3	SEPULVEDA (Spur) 0.7
												f							f	475.0	WEST GLENDALE 2.1
69						**1.56**				f10.31	7.10	f 6.18	**1.56**	f10.36	9.21	f 9.13	8.21	7.31	f 6.54	477.1	TROPICO 0.2
I																				477.3	CROSSING P. E. RY. 2.0
34					2.35	2.15	9.55	9.45		10.35	7.14	6.22	2.00	10.40	9.25	9.17	8.25	7.35	6.58	479.3	TAYLOR (Spur) 2.5
Yard I					3.00PM	2.30PM	10.10AM	10.00AM		s10.45	s 7.25	s 6.35	2.10	s10.50	9.35	s 9.30	8.35	7.45	s 7.10	481.8	DN-R **RIVER STA.** 0.7
I										10.49	7.29	6.39	2.14	10.54	9.39	9.34	8.39	7.49	7.14	482.5	**NAUD JUNCT.** 1.2
Yard										10.55PM	7.35PM	6.45PM	2.20PM	11.00AM	9.45AM	9.40AM	8.45AM	7.55AM	7.20AM	483.7	DN-R **LOS ANGELES**
					Arrive Daily Ex. Monday	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.1)
					(2.59)	(0.55)	(2.30)	(0.45)		(0.30)	(1.28)	(1.30)	(0.30)	(0.30)	(0.30)	(1.25)	(1.10)	(1.10)	(1.35)		Total Time
					10.42	10.44	13.20	12.96		23.20	21.89	22.08	23.20	23.20	28.20	28.40	28.38	28.38	20.88		Average speed per hour

Automatic Block Signals

Double Track

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 102 and 26 are superior to Nos. 55 and 107.

No. 108 stop at Tunnel, Sylmar, Pacoima, Roscoe, Tropico to discharge passengers from west of Saugus.

No. 102 stop all stations in California to receive passengers for El Paso and East.

SANTA BARBARA AND LOS ANGELES SUBDIVISION.

TIME TABLE
No. 123

August 2, 1914

TOWARD SAN FRANCISCO

Westward

Automatic Block Signals

Double Track

STATIONS	Distance from Los Angeles	FIRST CLASS										THIRD CLASS				
		55	21	107	79	57	25	49	75	7	101	253	41	261	243	251
		Santa Barbara Santa Paula Passenger	Coaster	Fresno Express	Santa Barbara Oxnard Passenger	Santa Barbara Santa Paula Passenger	The Owl	San Joaquin Valley Flyer	The Lark	California Passenger	Sunset Limited	Freight	Mixed	Way Freight	San Francisco Manifest Freight	Sunset Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
DN-R **SAUGUS** 2.4	33.1	s7.45AM		s 9.03AM		s6.40PM	*7.10PM	s 8.40PM		s11.25PM		3.30AM		1.30PM		9.15PM
D NEWHALL 0.7	30.7	s7.40		s 8.58		s6.35	7.05	8.35		s11.19		3.10		1.15		9.05
ELAYON 0.7	30.0															
WALTZ JUNC 2.2	29.3	f														
TUNNEL 2.6	27.1	f7.28		8.48		f6.25	6.55	8.25		11.08		2.40		12.40		8.40
SYLMAR 2.6	24.5	f				f										
DN-R **SAN FERNANDO** 0.7	21.9	s7.17		s 8.37		s6.15	6.47	f 8.17		s10.56		2.10		12.15PM		8.17
JOKO (Spur) 0.9	21.2															
PACOIMA 3.2	20.3	f7.10		8.30		f6.08	6.41	8.11		f10.47		1.40		11.50		7.37
VILLA VISTA (No Siding) 0.7	17.1					f										
TEJUNGA (Spur) 0.6	16.4															
ROSCOE 4.2	15.8	f7.02		8.23		f6.00	6.35	8.05		10.40		1.25		11.33		7.25
DN-R **BURBANK** 2.2	11.6	s6.55	s7.55AM	s 8.15	s 5.15PM	s5.47	6.29	7.59	8.30PM	s10.30	f10.45PM	1.10	9.40AM	11.15	6.10PM	7.10
SEPULVEDA (Spur) 0.7	9.4															
WESTGLENDALE 2.1	8.7	f				f										
TROPICO 0.2	6.6	f6.48	*7.48	*8.08	*5.08	s5.39	6.23	7.53	8.23	f10.23	10.38					
CROSSING P. E. RY. 2.0	6.4															
TAYLOR (Spur) 2.5	4.4	6.45	7.45	8.05	5.05	5.36	6.20	7.50	8.20	10.20	10.35	12.45	9.15	10.45	5.45	6.45
DN-R **RIVER STA.** 0.7	1.9	s6.35	s7.35	s 7.55	s 4.55	s5.25	6.10	7.40	8.10	s10.10	10.25	12.30AM	9.00AM	10.30AM	5.30PM	6.30PM
NAUD JUNC. 1.2	1.2	6.31	7.31	7.51	4.51	5.21	6.06	7.36	8.06	10.06	10.21					
DN-R **LOS ANGELES**	0.0	6.25AM	7.25AM	7.45AM	4.45PM	5.15PM	6.00PM	7.30PM	8.00PM	10.00PM	10.15PM					
33.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
Total Time		(1.20)	(0.30)	(1.18)	(0.30)	(1.25)	(1.10)	(1.10)	(0.30)	(1.25)	(0.30)	(3.00)	(0.40)	(3.00)	(0.40)	(2.45)
Average speed per hour		24.79	23.20	25.46	23.20	23.40	28.38	28.38	23.20	23.40	23.20	10.40	14.52	10.40	14.52	11.28

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 102 and 26 are superior to Nos. 55 and 107.

No. 101 stop all stations in California to discharge passengers from El Paso and East.

***Nos. 21, 107, 79 stop at Tropico to receive passengers only.**

***No. 25 stop at Saugus to receive passengers for Oakland and San Francisco**

LOS ANGELES AND INDIO SUBDIVISION.

Eastward FROM SAN FRANCISCO

TIME TABLE

No. 123

August 2, 1914

Length of Sidings in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						FIRST CLASS							Distance from San Francisco	STATIONS
	250 Crafton Way Freight Leave Daily Ex. Sunday	**516** Imperial Valley Freight Leave Daily Ex. Sunday	**244** San Francisco Manifest Freight Leave Daily	**64** Pasadena and Duarte Mixed Leave Daily Ex. Sunday	**248** Colton Way Freight Leave Daily Ex. Sunday	**242** Los Angeles Manifest Freight Leave Daily	**38** Imperial Valley Passenger Leave Daily	**34** Crafton Passenger Leave Daily	**2** Californian Leave Daily	**4** Golden State Limited Leave Daily	**32** Inside Track Flyer Leave Daily	**102** Sunset Limited Leave Daily	**30** Imperial Valley Passenger Leave Daily		
Yard IYTWFOP	8.20PM	8.00PM	11.55AM	6.00AM	5.50AM	2.00AM								481.8	DN-R **RIVER STATION** 1.9
Yard YWTP							11.00PM	4.20PM	3.15PM	11.45AM	9.00AM	8.15AM	7.30AM	483.7	DN-R **LOS ANGELES** 1.2
I							11.06	4.26	3.21	11.51	9.06	8.21	7.36	482.5	**NAUD JUNC.** 0.4
														482.4	MISSION JUNC. 0.1
I														482.5	CROSSING A.T. & S.F. RY. 0.1
														482.6	CROS'NG S.P.L.A.& S.L.RY. 2.0
							11.18	4.38	3.33	12.03PM	9.18	8.33	7.48	484.6	AURANT 1.7
							11.21	4.41	3.36	12.06	9.21	8.36	7.51	486.3	MAIERS (Spur) 1.4
E 71 W 78 PI	8.55	8.25	12.20PM	6.40AM	**6.20**	2.25	f11.24	s **4.45**	f 3.39	*12.09	s 9.24	8.39	s 7.54	487.7	DN **SHORB** 1.6
55	9.00	8.30	12.25		6.30	2.30	11.27	f 4.48	3.42	12.12	9.27	8.42	f 7.57	489.3	ALHAMBRA 1.3
62	9.05	8.35	12.28		6.40	2.33	11.29	f 4.50	3.44	12.14	9.29	8.44	f 8.00	490.6	SAN GABRIEL 1.1
11														491.7	RUDELLS WINERY (Spur) 1.5
54	**9.16**	8.40	12.33		6.50	2.38	11.32	f 4.53	3.47	12.17	9.32	8.47	8.03	493.2	SAVANNA 1.4
84 I	9.27	8.45	12.37		7.10	2.42	11.34	f 4.55	3.49	12.19	9.34	8.49	s **8.07**	494.6	D MONTE 0.4
														495.0	CROSSING P. E. RY. 2.8
102 W	9.40	**9.10**	12.44		7.20	2.50	11.38	f 4.59	3.53	12.23	9.38	8.53	f 8.12	497.3	DN **BASSETT** 3.4
80	**9.55**	9.20	**12.52**			2.57	f11.43	f 5.04	**3.58**	12.28	9.43	8.58	s 8.18	500.7	D PUENTE 1.7
														502.4	PUENTE OIL SIDING 1.1
78	10.20	**9.30**	12.57			3.03	11.47	5.08	4.02	12.32	**9.47**	9.02	8.22	503.5	VERNE 3.3
57	10.40	9.42	1.07			3.13	f11.54	f 5.16	4.09	**12.38**	9.53	9.07	f 8.30	506.8	DN WALNUT 3.9
82 P	11.00	9.57	1.17			3.25	12.01AM	f 5.24	4.17	12.45	10.00	9.13	8.38	510.7	SPADRA 3.6
Yard IWP	11.25	10.20	**1.36**			**3.45**	s12.13	s **5.35**	s 4.30	*12.55	s10.10	**9.22**	s 8.50	514.3	DN **POMONA** 0.1
														514.4	CROSSING P. E. RY. 3.4
80 P	11.45	10.35	1.55			4.00	12.20		4.37	1.02	f10.17	**9.29**		517.8	NAROD 2.3
														520.1	CROSSING P. E. RY. 0.1
Yard	12.01AM	10.45	2.05		**11.50**	4.12	s12.28	6.03	s 4.43	* 1.09	s10.25	9.35	9.20	520.2	DN **ONTARIO** 3.6
77 W	**12.35**	10.55	2.15		12.10PM	4.22	f**12.35**	f 6.10	4.50	**1.16**	f10.30	9.42	f 9.27	523.8	D GUASTI 2.3
2														526.1	VIENTO (Spur) 1.4
63 P	12.55	11.05	2.25		12.23	**4.39**	12.40	6.17	4.55	1.21	10.37	9.47	9.32	527.5	ETIWA 2.2
64	1.03	11.12	2.30		12.33	4.45	12.44	f 6.22	**4.59**	1.24	10.41	9.50	f 9.36	529.7	DN DECLEZ 2.4
78 P	1.10	11.20	**2.42**		12.41	4.50	12.47	6.26	5.02	1.27	10.45	9.53	9.39	532.1	AILSA 2.5
														534.6	CROSSING P. E. RY. 0.1
59	1.20	11.27	2.50		**1.00**	4.55	f12.51	f 6.30	5.05	1.30	f**10.50**	9.57	f 9.45	534.7	D BLOOMINGTON 4.0
I														538.7	CROSSING A. T. & S. F. RY. 0.0
														538.7	CROSSING S. P., L. A. & S. L. RY 0.8
Yard YWOFP	**1.35**AM	11.45PM	3.05PM		1.25PM	5.10AM	s 1.00AM	s **6.40**PM	s 5.15PM	s **1.40**PM	s**11.00**AM	s**10.05**AM	s **9.55**AM	539.0	DN-R **COLTON**
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(58.2)
	(5.15) 10.86	(3.45) 15.24	(3.10) 18.06	(0.40) 8.85	(7.35) 8.00	(3.10) 18.06	(2.00) 29.10	(2.20) 27.06	(2.00) 29.10	(1.55) 29.85	(2.00) 29.10	(1.50) 31.74	(2.25) 26.10	Total Time Average speed per hour	

Double Track

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

End of double track at Shorb will be considered Shorb Station.

Nos. 248 and 249 run via Covina Branch. Nos. 30, 31, 34, 35 and 248 run via Chino Branch.

Nos. 2, 4 and 102 stop all stations in California to receive passengers for El Paso and East.

***No. 4 stop at Shorb, Pomona, Ontario to receive passengers for Yuma and East.**

LOS ANGELES AND INDIO SUBDIVISION.

TIME TABLE
No. 123
August 2, 1914

TOWARD SAN FRANCISCO

Westward

Double Track

Automatic Block Signals

			FIRST CLASS							THIRD CLASS				
			37 Imperial Valley Passenger	**1** Californian	**31** Crafton Passenger	**3** Golden State Limited	**35** Imperial Valley Passenger	**33** Inside Track Flyer	**101** Sunset Limited	**243** San Francisco Manifest Freight	**67** Pasadena and Duarte Mixed	**249** Colton Way Freight	**241** Los Angeles Manifest Freight	**255** Crafton Way Freight
STATIONS		Distance from Patio	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
DN-R **RIVER STATION**	1.9	251.5								6.00AM	2.10PM	3.40PM	3.00PM	11.59PM
DN-R **LOS ANGELES**	1.2	252.5	6.45AM	8.45AM	10.40AM	2.40PM	5.00PM	6.45PM	9.55PM					
NAUD JUNC.	0.4	251.3	6.38	8.39	10.34	2.34	4.54	6.39	9.49					
MISSION JUNC.	0.1	250.9							9.42					
CROSSING A.T.&S.F.RY.	0.1	250.8												
CROSS'NGS.P.L.A.&S.L.RY.	2.0	250.7												
AURANT	1.7	248.7	6.26	8.27	10.22	2.22	4.42	6.27	9.32					
MAIERS (Spur)	1.4	247.0	6.23	8.24	10.19	2.19	4.39	6.24	9.29					
DN **SHORB**	1.6	245.6	f **6.20**	* 8.20	s10.16	* 2.16	s **4.35**	s 6.21	9.26	5.20	1.30PM	2.40	1.50	11.00
ALHAMBRA	1.3	244.0	6.17	8.16	f10.12	2.13	f 4.29	6.17	9.23	5.10		2.30	1.40	10.45
SAN GABRIEL	1.1	242.7	6.12	8.13	f10.09	**2.11**	f 4.24	6.13	9.20	5.03		**2.11**	1.30	10.35
RUDELLS WINERY (Spur)	1.5	241.6												
SAVANNA	1.4	240.1	6.05	8.09	f10.05	2.07	4.17	6.10	**9.16**	4.55		1.52	1.20	10.25
D MONTE	0.4	238.7	f 6.02	**8.07**	s10.03	2.05	s 4.14	6.07	9.14	4.50		1.47	1.14	10.20
CROSSING P. E. RY.	2.3	238.3												
D-N **BASSETT**	3.4	236.0	5.55	8.02	f 9.58	2.01	f 4.06	6.02	**9.10**	4.40		1.35PM	1.04	10.10
D PUENTE	1.7	232.6	f 5.48	7.56	s 9.53	1.56	s **3.58**	5.57	9.05	4.27			**12.52**	**9.55**
PUENTE OIL SIDING	1.1	230.9												
VERNE	3.3	229.8	5.42	7.51	**9.47**	1.52	3.49	5.52	9.01	4.18			12.46	**9.30**
DN WALNUT	3.9	226.5	f 5.35	7.46	f 9.37	1.48	f 3.44	5.48	8.56	4.08			**12.38**	9.20
SPADRA	3.6	222.6	5.27	7.40	f 9.30	1.43	3.37	5.42	8.51	3.57			12.20	9.00
DN **POMONA**	0.1	219.0	s 5.17	* 7.33	**9.22**	* **1.36**	3.30	s **5.35**	**8.44**	**3.45**		**9.45**	12.11PM	**8.44**
CROSSING P. E. RY.	3.4	218.9												
NAROD	2.3	215.5	5.05	7.25		1.28		f 5.25	8.36	3.20		**9.29**	11.50	8.15
CROSSING, P. E. RY.	0.1	213.2												
DN **ONTARIO**	3.6	213.1	s 4.58	* 7.20	s 8.50	* 1.23	s 3.00	s 5.20	8.31	3.10		9.10	**11.40**	8.05
D GUASTI	2.3	209.5	f 4.47	7.13	f **8.44**	**1.16**	f 2.54	f 5.11	8.24	2.55		**8.44**	11.27	7.45
VIENTO (Spur)	1.4	207.2												
ETIWA	2.2	205.8	**4.39**	7.07	8.38	1.09	2.48	5.05	8.19	2.42		8.26	11.15	7.32
DN DECLEZ	2.4	203.6	4.35	7.04	f 8.35	1.06	f 2.45	**4.59**	8.16	2.35		8.20	11.07	7.25
AILSA	2.5	201.2	4.31	7.00	8.32	1.03	**2.42**	4.56	8.13	2.28		8.13	11.00	7.17
CROSSING P. E. RY.	0.1	198.7												
D BLOOMINGTON	4.0	198.6	f 4.27	6.56	f 8.28	**1.00**	f 2.38	f 4.53	8.10	2.20		8.05	**10.50**	7.10
CROSSING A. T. & S. F. RY.	0.0	194.6												
CRSG. S. P., L. A. & S. L. RY.	0.3	194.6												
DN-R **COLTON**		194.3	4.15AM	6.45AM	8.20AM	12.50PM	2.30PM	4.45PM	8.00PM	**2.00AM**		7.40AM	**10.25AM**	**6.50PM**
(58.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
Total Time			(2.30)	(2.00)	(2.20)	(1.50)	(2.30)	(2.00)	(1.55)	(4.00)	(0.40)	(8.00)	(4.35)	(5.09)
Average speed per hour			22.38	29.10	27.06	31.74	25.26	29.10	29.85	14.30	8.85	7.51	12.54	10.30

Westward trains are superior to trains of the same class in the opposite direction.
End of double track at Shorb will be considered Shorb Station.
Nos. 30, 31, 34, 35 and 248 run via Chino Branch. Nos. 248 and 249 run via Covina Branch.
*Nos. 1 and 3 stop at Loma Linda, Ontario, Pomona, Shorb to discharge passengers from Yuma and East.
Nos. 1, 3 and 101 stop all stations in California to discharge passengers from El Paso and East.

LOS ANGELES AND INDIO SUBDIVISION

TIME TABLE
No. 123

August 2, 1914

Eastward

FROM SAN FRANCISCO

Length of sidings in cars and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS					FIRST CLASS							Distance from San Francisco		STATIONS
	244	**510**	**242**	**250**	**516**	**34**	**2**	**32**	**4**	**102**	**30**	**38**			
	San Francisco Manifest Freight	Way Freight	Los Angeles Manifest Freight	Crafton Way Freight	Imperial Valley Freight	Crafton Passenger	Californian	Inside Track Flyer	Golden State Limited	Sunset Limited	Imperial Valley Passenger	Imperial Valley Passenger			
	Leave Daily	Leave Monday Wednes. Friday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard YWOFP	3.25PM	**8.15AM**	6.00AM	**2.30AM**	12.30AM	**6.45PM**	5.20PM	**1.50PM**	**1.45PM**	**10.10AM**	**10.00AM**	1.05AM	539.0	DN-R	**COLTON** 0.0
													539.0		**CROSSING P. E. RY.** 0.0
													539.0		**CROSSING RIVERSIDE BRANCH** 3.3
86 P	3.40	8.30	6.13	2.45	12.45	f 6.54	5.29	f 1.59	1.54	10.19	f10.09	**1.14**	542.3		LOMA LINDA 2.2
78	3.50	8.40	**6.25**	2.55AM	**12.55**	s 7.00PM	s 5.35	s **2.05PM**	s **2.00**	10.25	s10.15	f 1.20	544.5	DN	**REDLANDS JUNC** 1.8
78 P	3.56	**9.10**	6.32		1.02		5.40		2.03	10.28	10.20	1.24	546.3		BROOKSIDE 2.8
E77 W78 P	4.07	9.25	6.55		1.15		5.47		2.09	10.34	f10.26	1.30	549.1		ORDWAY 3.6
E75 W81 W	4.22	9.50	7.15		**1.40**		5.57		2.18	10.43	f10.36	f **1.40**	552.7	DN	EL CASCO 4.5
78 P	4.37	10.00	7.35		2.15		6.09		2.28	**10.53**	**10.53**	1.50	557.2		HINDA 4.8
Yard WYFP	4.58	10.40	**8.00**		**3.05**		s 6.25		2.40	11.05	s11.15	s 2.05	562.0	DN-R	BEAUMONT 6.2
131	5.25	**11.05** **11.43**	8.35		3.27		s 6.40		2.52	**11.18**	s**11.30**	s 2.20	568.2	D	BANNING 3.3
78 P	5.40	12.01PM	8.50		3.40		**6.50**		2.57	11.23	**11.35**	**2.27**	571.5		OWL 2.6
E77 W77 PW	6.05	**12.51**	**9.05**		4.00		6.55		3.01	**11.28**	f11.45	f 2.35	574.1	DN	CABAZON 4.5
76 P	**6.33**	1.09	9.30		4.15		7.02		3.08	11.35	11.53	2.42	578.6		FINGAL 4.0
E73 W82 W	6.55	1.27	9.45		4.29		7.08		3.15	11.41	f12.01PM	f 2.49	582.6	D	WHITE WATER 1.8
29											f		584.4		**White Water Gravel Pit** (Spur) 1.0
63 P	**7.13**	1.40	9.55		**4.45**		**7.13**		3.20	11.46	12.06	2.54	585.4		HUGO 2.7
E78 W79 PYW	7.35	2.10	10.10		5.10		f 7.20		3.25	11.51	s**12.17**	f 3.00	588.1	DN	PALM SPRINGS 3.5
78 P	7.47	2.27	**10.37**		**5.25**		7.25		3.30	11.56	12.25	3.05	591.6		MONAD 3.5
80 P	**8.00**	2.45	11.05		5.40		7.30		3.35	**12.01PM**	12.30	3.10	595.1		RIMLON 3.9
77	8.15	3.10	11.20		5.55		**7.35**		3.40	12.06	f12.37	f 3.17	599.0	DN	EDOM 2.5
78 P	8.22	3.20	**11.45**		6.01		7.39		3.44	12.10	12.42	3.22	601.5		DRY CAMP 5.0
78 P	8.35	3.35	11.59		6.15		7.49		3.51	12.17	12.50	3.30	606.5		MYOMA 4.4
Yard WYFP	8.55PM	**3.55PM**	**12.15PM**		**6.30AM**		s 7.55PM		s **4.00PM**	s**12.25PM**	¶ 1.00PM	¶ **3.40AM**	610.9	DN-R	**INDIO**
	Arrive Daily	Arrive Monday Wednes. Friday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(71.9)
	(5.30) 13.08	(7.40) 9.38	(6.15) 11.42	(0.25) 13.20	(6.00) 12.00	(0.15) 22.00	(2.35) 27.82	(0.15) 22.00	(2.15) 31.92	(2.15) 31.92	(3.00) 23.97	(2.35) 27.84			Total Time Average speed per hour

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
Eastward trains (except First Class) take siding at Beaumont unless otherwise instructed.
Nos. 2, 4 and 102 stop all Stations in California to receive passengers for El Paso and East.

LOS ANGELES AND INDIO SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

TIME TABLE No. 123 August 2, 1914	Distance from Patio	FIRST CLASS							THIRD CLASS			
		37 Imperial Valley Passenger	1 Californian	31 Crafton Passenger	3 Golden State Limited	35 Imperial Valley Passenger	33 Inside Track Flyer	101 Sunset Limited	241 Los Angeles Manifest Freight	511 Way Freight	255 Crafton Way Freight	243 San Francisco Manifest Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday Thursday and Saturday	Arrive Daily Ex. Sunday	Arrive Daily
DN-R **COLTON**	194.3	s 4.10AM	s 6.40AM	s **8.15AM**	**12.45PM**	s 2.20PM	s 4.40PM	s 7.55PM	**9.50AM**	1.25PM	**6.30PM**	**1.30AM**
0.0												
CROSSING P. E. RY.	194.3											
0.0												
CROSSING RIVERSIDE BRANCH	194.3											
3.3												
LOMA LINDA	191.0	f 3.57	6.30	f 8.05	12.35	f 2.10	f 4.30	7.46	9.35	1.00	6.15	**1.14**
2.2												
DN **REDLANDS JUNC.**	188.8	f 3.50	**6.25**	8.00AM	f12.30	s **2.05** **2.00**	4.25PM	f 7.42	9.25	12.50	6.05PM	**12.55**
1.8												
BROOKSIDE	187.0	3.42	6.20		**12.25**	1.51		7.38	**9.10**	**12.25**		12.32
2.8												
ORDWAY	184.2	3.35	6.15		12.20	f 1.46		7.33	9.00	12.01PM		12.20
3.6												
DN EL CASCO	180.6	f 3.27	6.07		12.13	f 1.40		7.27	8.45	11.40		12.05AM
4.5												
HINDA	176.1	3.17	5.59		12.06PM	1.33		7.20	8.20	**10.53**		11.40
4.8												
DN-R BEAUMONT	171.3	s **3.05**	s 5.50		s11.58	s 1.25		s 7.12	**8.00**	10.25		11.20
6.2												
D BANNING	165.1	s 2.45	5.35		**11.43**	s 1.07		6.59	7.30	9.50		10.45
3.3												
OWL	161.8	**2.27**	5.25		**11.35**	12.56		**6.50**	7.15	9.20		10.25
2.6												
DN CABAZON	159.2	f 2.15	5.18		**11.28**	**f12.51**		6.45	7.05	**9.05**		10.10
4.5												
FINGAL	154.7	2.00	5.05		11.17	12.41		**6.33**	6.40	8.35		9.40
4.0												
D WHITE WATER	150.7	f 1.45	4.54		11.05	f12.31		6.23	6.20	8.20		9.15
1.8												
White Water Gravel Pit (Spur)	148.9					f						
1.0												
HUGO	147.9	1.32	**4.45**		10.58	12.24		6.15	6.05	8.10		8.55
2.7												
DN PALM SPRINGS	145.2	s 1.20	4.37		10.50	**s12.17**		6.08	5.50	8.00		8.40
3.5												
MONAD	141.7	1.03	4.22		**10.37**	12.09		5.58	**5.25**	7.40		8.15
3.5												
RIMLON	138.2	12.53	4.12		10.30	**12.01PM**		5.51	5.05	7.25		**8.00**
3.9												
DN EDOM	134.3	f12.41	4.02		10.23	f11.52		5.45	4.52	7.10		**7.35**
2.5												
DRY CAMP	131.8	12.35	3.57		10.19	**11.45**		5.40	4.45	7.00		7.10
5.0												
MYOMA	126.8	12.25	3.50		10.13	f11.38		5.33	4.30	6.45		6.55
4.4												
DN-R **INDIO**	122.4	12.15AM	**3.40AM**		10.05AM	11.30AM		5.25PM	4.15AM	**6.30AM**		6.35PM
(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday Thursday and Saturday	Leave Daily Ex. Sunday	Leave Daily
Total Time		(3.55)	(3.00)	(0.15)	(2.40)	(2.50)	(0.15)	(2.30)	(5.35)	(6.55)	(0.25)	(6.55)
Average speed per hour		18.36	23.97	22.00	26.94	25.38	22.00	28.74	12.84	10.44	13.20	10.44

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
Westward Third Class and extra trains hold main track at Beaumont (except for First Class trains) unless otherwise instructed.
Nos. 1, 3 and 101 stop all stations in California discharge passengers from El Paso and East.

INDIO AND YUMA SUBDIVISION

Eastward

FROM SAN FRANCISCO

Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS					Distance from San Francisco		TIME TABLE No. 123 August 2, 1914	
	244	242	516	246	2	4	30	102	38				
	San Francisco Manifest Freight	Los Angeles Manifest Freight	Imperial Valley Freight	Way Freight	Californian	Golden State Limited	Imperial Valley Passenger	Sunset Limited	Imperial Valley Passenger				
	Leave Daily	Leave Daily	Leave Daily Except Monday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
Yard YWFP	9.30PM	1.00PM	9.00AM	4.15AM	8.00PM	4.05PM	1.20PM	12.30PM	**3.55AM**	610.9		DN-R **INDIO**	3.5
91	9.42	1.13	9.12	4.35	s 8.12	**4.11**	s 1.30	12.36	s 4.05	614.4		D COACHELLA	3.6
65	9.51	1.22	9.22	4.50	s 8.22	4.16	s 1.37	12.41	f 4.12	618.0		D THERMAL	2.8
2							f		f	620.8		ARABIA (Spur)	3.3
178 PW	10.05	1.35	**9.40**	5.20	f 8.35	4.24	s 1.48	12.49	s 4.23	624.1		DN MECCA	4.7
78 P	10.14	**1.55**	9.53	5.35	8.41	**4.30**	f 1.55	12.55	f 4.30	628.8		CALEB	4.5
78 P	10.23	**2.22**	10.05	5.50	8.47	4.36	f 2.02	1.01	f 4.37	633.3		MORTMERE	4.5
78	10.32	2.35	**10.24**	6.05	8.54	**4.42**	f **2.09**	1.07	f 4.44	637.8		D SALTON	4.3
77 P	**10.46**	2.50	10.40	6.25	9.01	4.50	f 2.16	**1.14**	f 4.51	642.1		DURMID	4.7
78 P	11.00	3.05	10.55	6.40	9.08	4.56	f 2.23	**1.20**	f 4.58	646.8		N BERTRAM	4.3
77 P	11.15	**3.30**	11.10	6.55	9.14	5.04	f 2.29	1.26	f 5.04	651.1		POPE	4.5
78 P	11.30	3.40	11.25	7.10	9.20	5.10	f 2.35	1.32	f 5.10	655.6		FRINK	4.5
78 P	11.42	**4.09**	11.40	7.25	9.26	5.16	f 2.42	1.38	f 5.17	660.1		D LANO	3.4
80 P	11.52	4.20	**12.12PM**	7.40	9.31	5.21	f 2.47	1.43	f 5.22	663.5		MUNDO	4.0
Yard YWFP	**12.20AM**	4.35	**12.30PM**	**8.38**	s **9.55**	s 5.30	s **2.55PM**	s 1.52	s 5.30AM	667.5	Automatic Block Signals	DN **IMPERIAL JUNC.**	4.2
77 P	12.35	4.50		9.00	f10.03	5.37		1.58		671.7		FLOWING WELL	2.7
132	12.53	5.05		9.20	f10.11	5.44		2.03		674.4		DN IRIS	4.1
77 P	1.15	5.25		9.45	f10.19	5.51		**2.09**		678.5		TORTUGA	4.9
										683.4		**MAMMOTH GRAVEL PIT** (Spur)	1.2
77	**1.43**	5.45		10.15	f10.32	6.04		2.17		684.6		D MAMMOTH	5.5
63 P	2.00	5.57		10.30	f10.39	6.11		2.24		690.1		ACOLITA	5.5
78 P	2.15	**6.18**		10.45	f10.46	**6.18**		2.31		695.6		MESQUITE	2.5
77 P	2.25	6.38		11.15	s**10.55**	6.23		2.36		698.1		DN GLAMIS	4.9
78 P	2.45	6.50		11.30	f11.03	6.30		2.42		703.0		RUTHVEN	6.4
77 P	3.10	7.10		11.50	f11.13	6.39		2.50		709.4		DRYLYN	2.9
78 P	3.20	7.25		12.01PM	f11.19	6.44		**2.55**		712.3		CACTUS	4.3
66 P	3.35	7.35		**12.30**	s11.27	6.50		3.03		716.6		DN OGILBY	6.1
84 P	4.00	7.55		12.55	11.37	6.59		3.12		722.7		KNOB	3.4
										726.1		**ARAZ JUNCTION**	0.9
77 P	4.25	8.15		1.20	11.46	7.08		3.21		727.0		ARAZ	4.9
39	4.45	8.40		1.40	f11.55	7.16		3.30		731.9		COLORADO	0.8
WP	5.00AM	**8.55PM**		1.55PM	s11.59PM	s 7.20PM		s 3.35PM		732.7		N-R **YUMA** (No Siding)	
	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	Arrive Tues., Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(121.8)	
	(7.30) 16.32	(7.55) 15.38	(3.30) 16.17	(9.40) 12.60	(3.59) 30.57	(3.15) 37.26	(1.35) 35.76	(3.05) 39.48	(1.35) 35.76			Total Time Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.
Time given in train orders Yuma will be at Lead Switch, Second Street.
Operator at Patio will register first-class trains on information received from operator at Yuma.
Engines and trains moving from Yuma to Patio must approach Lead Switch Patio Yard east of Second Street prepared to stop and not pass this switch without signal from yard man.
Nos. 2, 4 and 102 stop all stations in California to receive passengers for El Paso and east.

TOWARD SAN FRANCISCO

Westward

		TIME TABLE No. 123 August 2, 1914	Distance from Patio	FIRST CLASS					THIRD CLASS			
				1 Californian	**3** Golden State Limited	**35** Imperial Valley Passenger	**101** Sunset Limited	**37** Imperial Valley Passenger	**515** Imperial Valley Freight	**245** Way Freight	**243** San Francisco Manifest Freight	**241** Los Angeles Manifest Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Monday Wednesday Friday	Arrive Daily	Arrive Daily
	DN-R	**INDIO** 3.5	122.4	s 3.35AM	s10.00AM	¶11.10AM	5.20PM	¶ 11.59PM	3.30PM	5.10PM	6.05PM	**3.50AM**
	D	COACHELLA 3.6	118.9	3.28	9.53	s11.02	5.13	s11.47	3.10	**4.11**	5.40	3.38
	D	THERMAL 2.8	115.3	**3.23**	9.48	s10.54	5.08	s11.32	2.50	3.34	5.30	**3.23**
		ARABIA (Spur) 3.3	112.5			f						
	DN	MECCA 4.7	109.2	3.15	**9.40**	s10.45	**5.00**	s11.18	2.30	3.00	**5.00**	2.50
		CALEB 4.5	104.5	3.09	9.33	f10.37	4.54	f11.08	**1.55**	2.35	**4.30**	2.27
		MORTMERE 4.5	100.0	3.03	9.27	f10.31	4.48	f11.01	1.40	**2.22**	4.15	2.15
	D	SALTON 4.3	95.5	2.57	9.21	**f10.24**	**4.42**	f10.54	1.30	**2.09**	4.05	1.55
		DURMID 4.7	91.2	2.50	9.13	f10.14	4.33	**f10.46**	**1.14**	1.40	3.50	1.40
	N	BERTRAM 4.3	86.5	2.44	9.07	f10.07	4.27	f10.39	1.00	**1.20**	3.40	1.27
		POPE 4.5	82.2	2.38	9.01	f10.01	4.21	f10.32	12.47	1.05	**3.30**	1.15
		FRINK 4.5	77.7	2.32	8.55	f 9.55	4.15	f10.25	12.35	12.56	3.21	1.02
	D	LANO 3.4	73.2	2.26	8.49	f 9.49	**4.09**	f10.18	12.22	12.47	3.12	12.50
		MUNDO 4.0	69.8	2.21	8.44	f 9.44	4.04	f10.12	**12.12**	12.40	3.05	12.40
Automatic Block Signals	DN	**IMPERIAL JUNC.** 4.2	65.8	s 2.15	s **8.38**	9.38AM	s 3.58	**10.05PM**	12.01PM	**12.30PM**	**2.55**	**12.20AM**
		FLOWING WELL 2.7	61.6	f 2.03	8.29		3.49			11.05	2.30	11.59
	DN	IRIS 4.1	58.9	f 1.59	8.25		3.45			10.55	2.20	11.50
		TORTUGA 4.9	54.8	f 1.52	8.19		3.39			10.45	**2.09**	11.38
		MAMMOTH GRAVEL PIT (Spur) 1.2	49.9									
	D	MAMMOTH 5.5	48.7	f **1.43**	8.10		3.30			10.25	1.40	11.24
		ACOLITA 5.5	43.2	f 1.36	8.03		3.23			10.05	1.28	11.13
		MESQUITE 2.5	37.7	f 1.29	7.56		3.16			9.50	1.16	11.02
	DN	GLAMIS 4.9	35.2	s 1.25	7.53		3.13			9.40	1.10	**10.55**
		RUTHVEN 6.4	30.3	f 1.18	7.47		3.07			9.10	1.00	10.40
		DRYLYN 2.9	23.9	f 1.10	7.39		2.59			8.55	12.47	10.27
		CACTUS 4.3	21.0	f 1.06	7.35		**2.55**			8.45	12.40	10.20
	DN	OGILBY 6.1	16.7	s 1.00	7.30		2.50			8.30	**12.30**	10.05
		KNOB 3.4	10.6	12.50	7.22		2.42			8.10	12.02PM	9.40
		ARAZ JUNCTION 0.9	7.2									
		ARAZ 4.9	6.3	12.40	7.14		2.34			7.50	11.40	9.20
		COLORADO 0.8	1.4	f12.32	7.07		2.27			7.30	11.25	9.05
	N-R	**YUMA** (No Siding)	0.6	* 12.30AM	* 7.05AM		* 2.25PM			7.25AM	11.20AM	**9.00PM**
		(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Monday Wednesday Friday	Leave Daily	Leave Daily
		Total Time		(3.05)	(2.55)	(1.32)	(2.55)	(1.54)	(3.29)	(9.45)	(6.45)	(6.50)
		Average speed per hour		39.48	41.76	36.91	41.76	29.76	16.20	12.55	18.06	17.70

Westward trains are superior to trains of the same class in the opposite direction.

***Leaving time of No. 1 at Patio is 12:15 A. M.; of No. 3, 6:48 A. M.; of No. 101, 2:08 P. M.—(Pacific Time.)**

Time given in train Orders Yuma will be at Lead Switch, Second Street.

Engines and trains moving from Yuma to Patio must approach Lead Switch Patio Yard east of Second Street prepared to stop and not pass this switch without signal from yard man.

Nos. 1, 3 and 101 stop all stations in California discharge passengers from El Paso and East.

SANTA BARBARA AND LOS ANGELES SUBDIVISION.

Length of sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.	Eastward From San Francisco			Distance from San Francisco		TIME TABLE No. 123 August 2, 1914	Distance from Saugus	Toward San Fran. Westward		
	THIRD CLASS	FIRST CLASS						FIRST CLASS		THIRD CLASS
	134 Way Freight	58 Santa Barbara Passenger	56 Santa Barbara Passenger					55 Santa Barbara Passenger	57 SantaBarbara Passenger	133 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
51 Y	4.15AM	3.25PM	6.25AM	403.2	D-R	**MONTALVO** 4.4	45.5	s 9.40AM	s8.30PM	1.30PM
67	4.35	s 3.35	s 6.35	407.6	D	SATICOY 3.4	41.1	s 9.29	s8.19	1.10
20				411.0		LIMCO 0.3	37.7			
39	4.50	f 3.44	f 6.44	411.3		HAINES 2.7	37.4	f 9.19	f8.09	12.40
16				414.0		BLANCHARDS 0.7	34.7			
57 W	5.15	s 3.55	s 6.55	414.7	D	SANTA PAULA 1.2	34.0	s 9.10	s8.00	12.15PM
11				415.9		KEVET (Spur) 2.1	32.8			
				418.0		CARMICLE (No Siding) 3.8	30.7			
26	5.35	f 4.08	f 7.08	421.8		SESPE 1.1	26.9	f 8.52	f7.42	11.20
15		f	f	422.9		BROWNSTONE (Spur) 1.6	25.8	f	f	
45	6.00	s 4.18	s 7.18	424.5	D	FILLMORE 3.7	24.2	s 8.45	s7.35	11.00
39	6.12	f 4.25	f 7.25	428.2		CAVIN 1.0	20.5	f 8.32	f7.22	10.25
10				429.2		CATES (Spur) 0.7	19.5			
24	6.17	f 4.29	f 7.29	429.9		BUCKHORN 1.9	18.8	f 8.29	f7.19	10.17
39 W	6.30	s 4.35	s 7.35	431.8	D	PIRU 2.5	16.9	s 8.25	s7.15	10.10
20	6.45	f 4.41	f 7.41	434.3		CAMULOS 4.1	14.4	f 8.19	f7.09	9.50
40	7.05	f 4.50	f 7.50	438.4		KEMP 2.6	10.3	f 8.10	f7.00	9.35
		f	f	441.0		DEL VALLE (No Siding) 3.1	7.7	f	f	
41	7.25	f 5.00	f **8.00**	444.1		CASTAIC 4.6	4.6	f **8.00**	f6.50	9.15
87 FWY	**7.45**AM	s 5.15PM	s 8.15AM	448.7	DN-R	**SAUGUS**	0.0	**7.50**AM	6.40PM	9.00AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(45.5)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.30) 12.96	(1.50) 24.78	(1.50) 24.78			Total Time Average speed per hour		(1.50) 24.78	(1.50) 24.78	(4.30) 10.20

SANTA BARBARA AND LOS ANGELES SUBDIVISION.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning and Telephone Stations.	Eastward From San Francisco		Distance from San Francisco		TIME TABLE No. 123 August 2, 1914	Distance from Ventura Junc.	Toward S. Fran. Westward	
	SECOND CLASS						SECOND CLASS	
	48 Mixed	46 Mixed					45 Mixed	47 Mixed
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
50 WFT	1.15PM	8.35AM	412.3	DR	**NORDHOFF** 1.2	15.0	12.20PM	5.00PM
2	f	f	411.1		MATILIJA (Spur) 2.2	13.8	f	f
6	f	f	408.9		TICO (Spur) 2.1	11.6	f	f
4	f 1.35	f 8.55	406.8		OAKVIEW 1.7	9.5	f11.59	f 4.40
7	f 1.41	f 9.01	405.1		LACROSS 2.2	7.8	f11.54	f 4.34
5	f 1.48	f 9.08	402.9		CANET 0.5	5.6	f11.47	f 4.27
	f	f	402.4		WELDONS (No Siding) 1.6	5.1	f	f
7	f	f	400.8		ORTONVILLE 1.8	3.5	f	f
6	f	f	399.0		CHRISMAN (Spur) 1.3	1.7	f	f
5	f	f	397.7		MAIN STREET (Spur) 0.4	0.4	f	f
	2.10PM	9.30AM	397.3	R	**VENTURA JUNC.**	0.0	11.25AM	4.05PM
	Arrive Daily	Arrive Daily			(15.0)		Leave Daily	Leave Daily
	(0.55) 16.36	(0.55) 16.36			Total Time Average speed per hour		(0.55) 16.36	(0.55) 16.36

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA AND LOS ANGELES SUBDIVISION.

Length of sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.	Eastward From S. Fran.	Distance from San Francisco		TIME TABLE No. 123 August 2, 1914	Distance from Burbank	Toward S. Fran. Westward
	THIRD CLASS					THIRD CLASS
	40 Mixed					41 Mixed
	Leave Daily Except Sunday			STATIONS		Arrive Daily Except Sunday
T	11.30AM	446.1	R	**CHATSWORTH JUNC.** 3.0	20.7	s11.05AM
		449.1		CROSSING P. E. RY 0.1	17.7	
39	s11.50	449.2	D	OWENSMOUTH 4.2	17.6	s10.55
39	f12.10PM	453.4		RESEDA 2.0	13.4	f10.40
34	f12.20	455.4		ENCINO 3.0	11.4	f10.34
		458.4		CROSSING P. E. RY. 0.0	8.4	
41	s12.45	458.4	D	VAN NUYS 1.5	8.4	s10.25
39	f12.50	459.9		KESTER 1.3	6.9	f10.20
7	f 1.00	461.2		GARNSEY 1.6	5.6	f10.15
49	s 1.10	462.8	D	LANKERSHIM 1.8	4.0	s10.10
5	f	464.6		MACNEIL (Spur) 2.2	2.2	f
67 WY	s 1.30PM	466.8	DN-R	**BURBANK**	0.0	9.55AM
	Arrive Daily Except Sunday			(20.7)		Leave Daily Except Sunday
	(2.00) 10.85			Total Time Average speed per hour		(1.10) 17.75

Westward trains are superior to trains of the same class in opposite direction.

LOS ANGELES AND INDIO SUBDIVISION

Eastward	FROM SAN FRANCISCO						TIME TABLE No. 123 August 2, 1914		TOWARD SAN FRANCISCO			Westward	
	THIRD CLASS		FIRST CLASS						FIRST CLASS			THIRD CLASS	
Length of sidings in cars, and location of Scales Fuel, Water and Turning Stations.	248 Mixed Leave Daily Ex. Sunday			34 Crafton Passenger Leave Daily	30 Imperial Valley Passenger Leave Daily	Distance from San Francisco	**STATIONS**	Distance from Branch Terminals	31 Crafton Passenger Arrive Daily	35 Imp. Valley Passenger Arrive Daily			249 Mixed Arrive Daily Ex. Sunday
				4.20PM	7.30AM		**LOS ANGELES**		10.40AM	5.00PM			
102 W	7.30AM					497.3	DN-R **BASSETT** 3.6	17.8					1.35PM
34	7.40					500.9	VINELAND 0.1	14.2					1.20
						501.0	CROSSING P. E. RY. 0.7	14.1					
10						501.7	WITHAM 06	13.4					
54	7.50					502.3	IRWINDALE 0.7	12.8					1.15
5						503.0	LATEEN (Spur) 1.1	12.1					
28	8.01					504.1	AZUSA AVENUE 1.0	11.0					1.05
42 W	8.40					505.1	D COVINA 0.7	10.0					1.00PM
16						505.8	ROY (Spur) 0.9	9.3					
9						506.7	SAVOY 0.7	8.4					
33	8.55					507 4	CHARTER OAK 1.1	7.7					11.30
						508.5	CRSG P.E.RY. LONE HILL (Spur) Staff System 1.0	6.6					
74	9.10					509.5	SAN DIMAS 2.2	5.6					11.20
70	9.25					511.7	D LORDSBURG 1.6	3.4					11.10
						513.3	GANESHA JUNC. 0.6	1.8					
						513.9	CROSSING P. E. RY. 0.6	1.2					
						514.5	CROSSING P. E. RY. 0.6	0.6					
Yard IW	**9.40**					515 1	DN-R **POMONA**	0.0					**10.50AM**
W	10.40			5.35PM	8.50AM	514.3	DN-R **POMONA** 1.1	10.8	s **9.20AM**	s 3.30PM			
I						515.4	CROSSING S. P., L. A. & S. L. RY. 0.3	9.7					
						515.7	CROSSING P. E. RY. 4.3	9.4					
20 WY	11.10			s 5.50	s **9.05**	520.0	D CHINO 2.4	5.1	s **9.05**	s 3.14			
						522.4	EUCLID AVENUE (Spur) 2.6	2.7					
I						525.0	CROSSING S. P., L. A. & S. L. RY. 0.1	0.1					
Yard	11.30AM			s 6.00PM	s 9.20AM	525.1	DN-R **ONTARIO**	0.0	8.50AM	3.09PM			
	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily		(28.6)		Leave Daily	Leave Daily			Leave Daily Ex. Sunday
	(4.00) 7.15			(0.25) 26.04	(0.30) 21.60		Total Time Average speed per hour		(0,30) 21.60	(0.30) 21.60			(2.45) 6.48

LOS ANGELES AND INDIO SUBDIVISION

Eastw'd From S. Fran.			TIME TABLE No. 123 August 2, 1914		Toward San Fran. West'd	
Length of sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 64 Mixed Leave Daily Except Sunday	Distance from San Francisco	**STATIONS**	Distance from Pasadena	THIRD CLASS 65 Mixed Arrive Daily Except Sunday	
	6.00AM		**RIVER STATION**			
Yard I	6.40AM	487.7	DN-R **SHORB** 0.8	4.8	8.30AM	
		488.5	CROSSING P. E. RY. 1.0	4.0		
I		489.5	CROSSING P. E. RY. 0.4	3.0		
		489.9	SO. PASADENA 0.7	2.6		
24	6.52	490.6	GARFIELD AVE. 0.6	1.9	8.17	
21	6.54	491.2	RAYMOND HOTEL 0.0	1.3	8.15	
		491.2	CROSSING A., T. & S. F. RY. 1.3	1.3		
Yard WT	7.05AM	492.5	D-R **PASADENA**	0.0	8.10AM	
	Arrive Daily Except Sunday		(4.8)		Leave Daily Except Sunday	
	(0.25) 11.52		Total Time Average speed per hour		(0.20) 14.40	

LOS ANGELES AND INDIO SUBDIVISION

Eastward From San Fran.			TIME TABLE No. 123 August 2, 1914	Toward San Fran. West'rd	
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 66 Mixed Leave Daily Except Sunday	Distance from San Francisco	**STATIONS**	Distance from end of track	THIRD CLASS 67 Mixed Arrive Daily Except Sunday
	6.00AM		**RIVER STATION**		2.05PM
Yard I	8.35AM	487.7	DN-R **SHORB** 1.0	14.0	s 1.30PM
		488.7	CROSSING P. E. RY. 0.8	13.0	
10	s 8.45	489.5	NORTH ALHAMBRA 0.6	12.2	s 1.20
19	f 8.50	490.1	EAST ALHAMBRA 1.6	11.6	f 1.10
43	f 8.55	491.7	SAN MARINO 1.2	10.0	f 1.05
2		492.9	SUNNY SLOPE (Spur) 0.7	8.8	
8	f 9.10	493.6	CHAPMAN 1.3	8.1	f12.50
2		494.9	BALDWIN AVE. (Spur) 0.4	6.8	
		495.3	CROSSING P. E. RY. 1.2	6.4	
32	s 9.25	496.5	D ARCADIA 0.1	5.2	s12.35
I		496.6	CROSSING A. T. & S. F. RY. 1.6	5.1	
71 W	s 9.40	498.2	D MONROVIA 1.9	3.5	s12.25
61 TW	10.00AM	500.1	D-R **DUARTE** 1.6	1.6	12.05PM
	Arrive Daily Except Sunday	501.7	END OF TRACK (14.0)	0.0	Leave Daily Except Sunday
	(1.25) 8.75		Total Time Average speed per hour		(1.25) 8.75

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES AND INDIO SUBDIVISION

Eastward Length of sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO THIRD CLASS	FIRST CLASS								Distance from San Francisco via Redlands Junc.	TIME TABLE No. 123 August 2, 1914
	250 Crafton Way Freight	**322** Passenger	**34** Passenger	**318** Passenger	**316** Passenger	**314** Passenger	**32** Inside Track Flyer	**312** Passenger	**308** Passenger		
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
Yard WYF					3.45PM					552.1	D-R **SAN BERNARDINO** 0.2
										551.9	CROSSING P. E. RY. 1.4
										550.5	CROSSING P. E. RY. 3.4
										547.1	A. T. & S. F. CROSSING 2.1
					s 4.21					545.0	R **MOTOR JUNC.**
78	3.00AM	7.45PM	7.00PM	5.40PM		2.15PM	2.05PM	12.35PM	10.30AM	544.5	DN-R **REDLANDS JUNC.** 0.5
6	3.05	f 7.47	7.02	f 5.42	4.21	f 2.17	2.07	f12.37	f10.32	545.0	**MOTOR JUNC.** 2.8
Yard WT	3.45	7.55PM	s 7.10	5.50PM	4.30PM	2.25PM	2.15PM	12.45PM	10.40AM	547.8	D-R **REDLANDS** 0.1
										547.9	CROSSING P. E. RY. 1.3
10			f							549.2	EASTBERNE (Spur) 0.7
3			f							549.9	WARNER (Spur) 0.6
32	4.00		f 7.22							550.5	MENTONE (Spur) 0.9
Yard Y	4.20AM		7.30PM							551.4	R **CRAFTON**
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(13.5)
	(1.20) 5.18	(0.10) 19.80	(0.30) 13.80	(0.10) 19.80	(0.45) 13.20	(0.10) 19.80	(0.10) 19.80	(0.10) 19.80	(0.10) 19.80		Total Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception, No. 34 is superior to No. 321.

First-class trains terminating at Redlands will hold main track without protection between switches while doing station work. All other trains and engines approaching will be governed accordingly.

Motors only will stop on signal at Bolan, Smith, Idlewild, Victoria, Tippecanoe, Race Track, Mill School House, Brinkmyer.

INDIO AND YUMA SUBDIVISION.

Length of sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	Eastward FROM SAN FRANCISCO THIRD CLASS	FIRST CLASS		Distance from San Francisco	TIME TABLE No. 123 August 2, 1914	Distance from Calexico	TOWARD SAN FRANCISCO Westward FIRST CLASS		THIRD CLASS
	516 Way Freight	**30** Passenger	**38** Passenger				**35** Passenger	**37** Passenger	**515** Way Freight
	Leave Daily Ex. Monday	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard WYFP	2.00PM	3.05PM	5.40AM	667.5	DN-R **IMPERIAL JUNC.** 4.5	41.0	9.35AM	9.50PM	11.55AM
82 P	2.15	f 3.15	f 5.50	672.0	ESTELLE 3.6	36.5	f 9.25	f 9.40	11.30
16		f	f	675.6	CALIPATRIA 1.3	32.9	f	f	
81 P	2.40	f 3.27	f 6.02	676.9	BERNICE 4.1	31.6	f 9.17	f 9.28	11.10
50 P	2.55	f 3.37	f 6.12	681.0	ROCKWOOD 2.5	27.5	f 9.09	f 9.20	10.55
12				683.5	WOODS (Spur) 0.3	25.0			
13		f	f	683.8	HOVELY (Spur) 2.4	24.7	f	f	
54 P	3.52	s 3.52	s 6.30	686.2	D BRAWLEY 1.4	22.3	s 9.00	s 9.10	10.40
6				687.6	KATSURA (Spur) 0.4	20.9			
12				688.0	MELON (Spur) 2.3	20.5			
83 P	4.20	f 4.02	f 6.40	690.3	KEYSTONE 5.3	18.2	f 8.45	f 8.50	9.40
83 WP	5.00	s 4.15	s 6.55	695.6	D IMPERIAL 3.8	12.9	s 8.35	s 8.40	9.20
158 PY	5.30PM	s 4.30	s 7.10	699.4	D **EL CENTRO** 4.6	9.1	s 8.25	s 8.25	8.35AM
83 P		s 4.40	s 7.20	704.0	HEBER 4.5	4.5	s 8.10	s 8.10	
Yard WYFP		4.50PM	7.35AM	708.5	D-R **CALEXICO**	0.0	8.00AM	8.00PM	
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily		(41.0)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.30) 9.11	(1.45) 23.40	(1.55) 21.39		Total Time Average speed per hour		(1.35) 25.89	(1.50) 22.38	(3.20) 9.57

Westward trains are superior to trains of same class in opposite direction.

LOS ANGELES AND INDIO SUBDIVISION.

TOWARD SAN FRANCISCO — Westward

TIME TABLE No. 123 August 2, 1914	Distance from Crafton	FIRST CLASS								SECOND CLASS
		31 Passenger	**307** Passenger	**311** Passenger	**313** Passenger	**315** Passenger	**33** Inside Track Flyer	**317** Passenger	**321** Passenger	**255** Crafton Way Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
D-R **SAN BERNARDINO** 0.2	13.5					3.25PM				
CROSSING P. E. RY. 1.4	13.3									
CROSSING P. E. RY. 3.4	11.9									
CROSSING A. T. & S. F. RY. 2.1	8.5									
R **MOTOR JUNC.**	6.4					2.53				
DN-R **REDLANDS JUNC.** 0.5	6.9	s 7.58AM	**10.20AM**	**12.25PM**	**1.55PM**		s 4.23PM	**5.30PM**	**7.35PM**	6.00PM
MOTOR JUNC. 2.8	6.4	7.56	f10.17	f12.22	f 1.52	s 2.53	s **4.21**	f 5.27	f 7.32	5.58
D-R **REDLANDS** 0.1	3.6	s 7.50	10.10AM	12.15PM	1.45PM	2.45PM	4.15PM	5.20PM	7.25PM	**5.50**
CROSSING P. E. RY. 1.3	3.5									
EASTBERNE (Spur) 0.7	2.2	f								
WARNER (Spur) 0.6	1.5	f								
MENTONE (Spur) 0.9	0.9	f 7.33								5.05
R **CRAFTON**	0.0	7.30AM								5.00PM
(13.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
Total Time		(0.28)	(0.10)	(0.10)	(0.10)	(0.40)	(0.08)	(0.10)	(0.10)	(1.00)
Average speed per hour		14.78	19.80	19.80	19.80	14.85	24.75	19.80	19.80	6.09

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 34 is superior to No. 321.

First-class trains terminating at Redlands will hold main track without protection between switches while doing station work. All other trains and engines approaching will be governed accordingly.

Motors only will stop on signal at Bolan, Smith, Idlewild, Victoria, Tippecanoe, Race Track, Mill School House, Brinkmyer.

INDIO AND YUMA SUBDIVISION.

Eastward — FROM SAN FRANCISCO — SECOND CLASS | TOWARD SAN FRANCISCO — Westward — THIRD CLASS

Length of sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	**550** Mixed	Distance from San Francisco	TIME TABLE No. 123 August 2, 1914	Distance from Potholes	**551** Mixed
	Leave Daily Ex. Sunday		**STATIONS**		Arrive Daily Ex. Sunday
	11.45AM		YUMA 0.8	13.0	1.45PM
39	f11.50	732.2	COLORADO 5.6	12.2	f 1.40
14	f	737.8	BARD (Spur) 1.8	6.6	f
	f12.12PM	739.6	SELLEW 4.2	4.8	f 1.17
16	f12.25	743.8	LAGUNA 0.6	0.6	f 1.04
	12.30PM	744.4	POTHOLES	0.0	1.00PM
	Arrive Daily Ex. Sunday		(12.2)		Leave Daily Ex. Sunday
Total Time	(0.45)				(0.45)
Average speed per hour	17.33				17.33

Nos. 550 and 551 will protect against all trains between Yuma and Colorado.

COAST BRANCHES SUBDIVISION.

Eastward — **FROM SAN FRANCISCO**

TIME TABLE
No. 123

August 2, 1914

Length of passing tracks in cars and location of Scales, Fuel, Water and Turning Stations.					THIRD CLASS									FIRST CLASS					Distance from San Francisco	STATIONS	
					110	112	156	154	278	274	272	270	152		124	394	392	122			
					Santa Ana Freight	Whittier Freight	San Pedro Freight	San Pedro Freight	Mixed	Mixed	Mixed	Mixed	San Pedro Freight		Santa Ana Passenger	Santa Ana Motor	Santa Ana Motor	Santa Ana Passenger			
					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tuesday Thurs. & Sat.	Leave Monday, Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Sun. & Wed.	Leave Wednesday Only	Leave Daily Ex. Sunday	Leave Tuesday Thurs. & Sat.		Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard IYTWFOP					11.00PM	10.40PM	9.30PM	7.00PM					1.00AM						481.8	DN-R **RIVER STA.** 1.9	Double Track
Yard YWTOF					11.20	11.00	9.45	7.15					1.15		5.20PM	4.00PM	10.45AM	8.55AM	483.7	DN-R **LOS ANGELES** 1.8	
																			485.5	CROSSING P. E. RY. 0.9	
35					11.35	11.15	10.00	7.30					1.30		5.34	4.14	10.59	9.09	486.4	VERNONDALE 0.9	
I																			487.3	CROSSING A., T. & S. F. RY. 0.2	
																			487.5	CROSSING P. E. RY. 0.1	
					11.40	11.25	10.05	7.35					1.35		5.39	4.19	11.04	9.14	487.6	DODSWORTH 1.5	
55 IYWP					11.45	11.30	10.10PM	7.40PM					1.40AM		s 5.42	s 4.22	s11.07	s 9.17	489.1	D-R **FLORENCE** 1.0	
25																4.26			490.1	ARDMORE 1.8	
I																			491.9	CROSSING S. P., L. A. & S. L. RY. 0.2	
25					12.01AM	11.45									f 5.47	f 4.29	f11.12	f 9.22	492.1	CUDAHY 1.1	
80															f	f	f	f	493.2	VINVALE 1.8	
70					12.20	12.10AM									s 5.54	s 4.35	s11.20	s 9.28	495.0	D DOWNEY 2.4	
53 P					12.30	12.20AM									s 5.58	s 4.40	s11.25	s **9.33**	497.4	R **STUDEBAKER** 1.7	
59					12.45										s 6.04	s 4.45	s11.30	s 9.38	499.1	D NORWALK 2.1	
60					12.55										f 6.08	f 4.50	f11.35	f 9.42	501.2	CARMENITA 3.2	
114					1.15										s 6.15	s 4.57	s11.42	s 9.48	504.4	D BUENA PARK 1.0	
33					1.20										f 6.17	f 5.00	f11.45	9.50	505.4	ALMOND 1.7	
15					1.25										f 6.20	f 5.03	f11.48	f 9.53	507.1	BROOKHURST 1.9	
103 WY					1.45										s 6.25	s 5.08	s11.53	s 9.58	509.0	D-R **WEST ANAHEIM**	
WY											9.45AM								509.0	D-R **WEST ANAHEIM** 0.8	
8																			509.8	DREYFUS (Spur) 1.2	
30											9.55								511.0	MIRAFLORES 1.1	
											10.05AM								512.1	R **WEST ANAHEIM JUNC**	
103					1.45					9.45AM					6.25	5.08	11.53	9.58	509.0	D-R **WEST ANAHEIM** 1.2	
150					2.05					s 9.52					s **6.30**	s 5.12	s11.57	s10.02	510.2	D ANAHEIM 1.7	
31 P					2.10				1.30PM	9.56AM					s 6.34	f 5.16	f12.01PM	s10.06	511.9	**TUSTIN JUNC.** 1.0	
					2.15				1.35						6.36	5.18	12.03	**10.09**	512.9	**WEST ANAHEIM JUNC** 1.7	
103					2.20				1.45						f 6.40	f 5.22	f12.07	f10.12	514.6	WEST ORANGE 1.0	
																			515.6	CROSSING P. E. RY. 1.4	
Yard WYTFP					2.45AM				2.00PM			7.30AM			6.50PM	5.30PM	12.15PM	10.20AM	517.0	D-R **SANTA ANA** 0.1	
																			517.1	CROSSING S. A. & N. RY. 2.3	
																			519.4	DYER 2.7	
192												f 7.42							522.1	PAULARINO (Spur) 2.4	
8												f 7.49							524.5	THURIN 1.2	
7												f 7.53							525.7	HARPER 1.5	
18																			527.2	BRANAGAN (Spur) 0.8	
5																			528.0	CROSSING P. E. RY. 0.2	
Yard WY												8.05AM							528.2	D-R **NEWPORT BEACH**	
					Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Tuesday Thurs. & Sat.	Arrive Monday Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sun. & Wed.	Arrive Wednesday Only	Arrive Daily Ex. Sunday	Arrive Tuesday Thur and Sat.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(44.5)	
					(3.45)	(1.40)	(0.40)	(0.40)	(0.30)	(0.11)	(0.20)	(0.35)	(0.40)		(1.30)	(1.30)	(1.30)	(1.25)		Total Time	
					9.36	9.36	10.95	10.95	10.20	15.84	9.30	19.20	10.95		22.20	22.20	22.20	23.52		Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction. Exceptions—No. 392 and 278 are superior to No. 395.
No. 122 and 392 Register at West Anaheim Junction Wednesday only.

TIME TABLE

No. 123

August 2, 1914

TOWARD SAN FRANCISCO — **Westward**

STATIONS		Distance from Newport Beach	FIRST CLASS				THIRD CLASS					
			121 Santa Ana Passenger	**393** Santa Ana Motor	**395** Santa Ana Motor	**123** Santa Ana Passenger	**151** San Pedro Freight	**273** Mixed	**153** San Pedro Freight	**109** Santa Ana Freight	**111** Whittier Freight	**155** San Pedro Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed., Fri., Sun.	Arrive Wednesday Only	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon. Wed., Fri.
DN-R **RIVER STA** 1.9	Double Track	46.4					2.40AM		8.30PM	9.30PM	10.10PM	11.59PM
N-R **LOS ANGELES** 1.8		44.5	8.10AM	10.15AM	1.55PM	4.50PM	2.25		8.15	9.10	9.50	11.49
CROSSING P. E. RY. 0.9		42.7										
VERNONDALE 0.9		41.8	7.56	10.01	1.41	4.36	2.10		8.00	8.55	9.35	11.30
CROSSING A. T.& S. F.RY. 0.2		40.9										
CROSSING P. E. RY. 0.1		40.7										
DODSWORTH 1.5		40.6	7.51	9.56	1.36	4.31	2.05		7.55	8.50	9.20	11.25
D-R **FLORENCE** 1.0		39.1	s 7.48	f 9.53	f 1.33	s 4.29	2.00AM		7.50PM	8.45	9.15	11.20PM
ARDMORE 1.8		38.1				4.26						
CROSSING S. P., L. A. & S. L. RY. 0.2		36.3										
CUDAHY 1.1		36.1	f 7.42	f 9.47	f 1.29	f 4.21				8.20	8.35	
VINVALE 1.8		35.0	f	f	f	f						
D DOWNEY 2.4		33.2	s 7.36	s 9.38	s 1.20	s 4.16				8.10	8.20	
R **STUDEBAKER** 1.7		30.8	f 7.29	f 9.33	f 1.15	s 4.09				7.55	8.05PM	
D NORWALK 2.1		29.1	s 7.24	s 9.29	s 1.10	s 4.05				7.45		
CARMENITA 3.2		27.0	f 7.16	f 9.23	f 1.05	f 3.59				7.30		
D BUENA PARK 1.0		23.8	s 7.10	s 9.16	s 1.00	s 3.53				7.20		
ALMOND 1.7		22.8	f 7.07	f 9.13	f12.55	3.48				7.05		
BROOKHURST 1.9		21.1	f 7.04	f 9.08	f12.52	f 3.44				7.00		
D-R **WEST ANAHEIM**		19.2	7.00	9.04	12.48	3.40				6.50		
D-R **WEST ANAHEIM** 0.8		18.4										
DREYFUS (Spur) 1.2		17.6										
MIRAFLORES 1.1		16.4										
R **WEST ANAHEIM JUNC**		15.3										
D-R **WEST ANAHEIM** 1.2		19.2	s 7.00	s 9.04	s12.48	s 3.40				6.50		
D ANAHEIM 1.7		18.0	s 6.55	s 9.00	s12.44	s 3.35				6.30		
TUSTIN JUNC. 1.0		16.3	s 6.50	f 8.56	f12.40	s 3.30		10.15AM		6.05		
WEST ANAHEIM JUNC 1.7		15.3	6.48	8.54	12.38	3.28		10.09AM		5.57		
WEST ORANGE 1.0		13.6	f 6.45	f 8.50	f12.35	f 3.25				5.52		
CROSSING P. E. RY. 1.4		12.6										
D-R **SANTA ANA** 0.1		11.2	6.40AM	8.45AM	12.30PM	3.20PM				5.45PM		
CROSSING S. A. & N. RY 2.3		11.1										
DYER 2.7		8.8										
PAULARINO (Spur) 2.4		6.1										
THURIN 1.2		3.7										
HARPER 1.5		2.5										
BRANAGAN (Spur) 0.8		1.0										
CROSSING P. E. RY. 0.2		0.2										
D-R **NEWPORT BEACH**		0.0										
(44.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Fri. Sun.	Leave Wednesday Only	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
Total Time			(1.30)	(1.30)	(1.25)	(1.30)	(0.40)	(0.06)	(0.40)	(3.45)	(2.05)	(0.39)
Average speed per hour			22.20	22.20	23.52	22.20	10.95	10.00	10.95	9.36	7.20	11.06

Westward trains are superior to trains of the same class in the opposite direction. Exceptions—Nos. 392 and 278 are superior to No. 395.
Nos. 273 and 123 register arrival at Tustin Junc.

COAST BRANCHES SUBDIVISION.

Eastward From San Fran.					Toward S. F. Westward
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 112 Freight Leave Daily Ex. Monday	Distance from San Francisco	TIME TABLE No. 123 August 2, 1914 STATIONS	Distance from Whittier	THIRD CLASS 111 Freight Arrive Daily Ex. Sunday
			LOS ANGELES		
P	12.30AM	497.4	R **STUDEBAKER**	5.9	7.45PM
			2.1		
24	12.40	499.5	FULTON WELLS	3.8	7.35
			1.1		
11	12.45	500.6	LOS NIETOS	2.7	7.30
			0.0		
I		500.6	CROSSING A. T. & S. F. RY.	2.7	
			0.4		
		501.0	CROSSING P. E. RY.	2.3	
			1.2		
38	12.53	502.2	EVERGREEN STREET	1.1	7.20
			0.9		
		503.1	CROSSING P. E. RY.	0.2	
			0.2		
85 TW	1.00AM	503.3	D-R **WHITTIER**	0.0	7.15PM
	Arrive Daily Ex. Monday		(5.9)		Leave Daily Ex. Sunday
	(0.30)		Total Time		(0.30)
	11.80		Average speed per hour		11.80

COAST BRANCHES SUBDIVISION.

Eastward from S.F.					Toward S. F. Westward
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 276 Mixed Leave Daily Ex. Sunday	Distance from San Francisco	TIME TABLE No. 123 August 2, 1914 STATIONS	Distance from Tustin	THIRD CLASS 277 Mixed Arrive Daily Ex. Sunday
31	10.20AM	511.9	R **TUSTIN JUNC.**	10.5	1.20PM
			0.5		
I		512.4	CROSSING A. T. & S. F. RY.	10.0	
			2.1		
22	f10.30	514.5	MARLBORO	7.9	f 1.10
			0.2		
I		514.7	CROSSING A. T. & S. F. RY.	7.7	
			2.0		
25	f10.38	516.7	VILLA PARK	5.7	f 1.02
			1.7		
37	s10.45	518.4	MCPHERSON	4.0	s12.55
			1.0		
19	f10.50	519.4	EL MODENA	3.0	f12.40
			3.0		
59 WT	11.00AM	522.4	R **TUSTIN**	0.0	12.30PM
	Arrive Daily Ex. Sunday		(10.5)		Leave Daily Ex. Sunday
	(0.40)		Total Time		(0.50)
	14.00		Average speed per hour		12.20

COAST BRANCHES SUBDIVISION.

Eastward From San Francisco				Toward S. F. Westward
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	TIME TABLE No. 123 August 2, 1914 STATIONS	Distance from Los Alamitos	THIRD CLASS 271 Mixed Arrive Daily Ex. Sunday
YW	509.0	D-R **WEST ANAHEIM**	9.4	9.30AM
		1.3		
2	510.3	NEFF (Spur)	8.1	f 9.27
		1.0		
8	511.3	NUTWOOD	7.1	f 9.24
		2.3		
65	513.6	STANTON	4.8	f 9.18
		0.4		
	514.0	CROSSING P. E. RY.	4.4	
		0.1		
Y	514.1	R **STANTON JUNCTION**	4.3	9.15AM
		4.3		
Yard TWO	518.4	D-R **LOS ALAMITOS**	0.0	
		(9.4)		Leave Daily Ex. Sunday
		Total Time		(0.15)
		Average speed per hour		20.40

Westward trains are superior to trains of the same class in the opposite direction.

Staff System between Huntington Beach and La Bolsa.

COAST BRANCHES SUBDIVISION.

Eastward From San Francisco					Toward S. F. Westward
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	TIME TABLE No. 123 August 2, 1914 STATIONS		Distance from Newport Beach	THIRD CLASS 271 Mixed Arrive Daily Ex. Sunday
Y	514.1	R **STANTON JUNCTION**		15.8	9.15AM
		3.3			
129 W	517.4	WESTMINSTER		12.5	f 9.05
		1.5			
31	518.9	SUGAR		11.0	
		0.6			
50	519.5	SMELTZER		10.4	s 9.00
		1.0			
60	520.5	WINTERSBURG		9.4	s 8.50
		1.4			
9	521.9	WIEBLING		8.0	f 8.45
		0.5			
33	522.4	LA BOLSA	Staff	7.5	f 8.43
		0.4			
9	522.8	WESTFALL		7.1	f 8.40
		0.5			
24	523.3	NEWLAND		6.6	f 8.35
		1.1			
17 P	524.4	R HUNTINGTON B'CH		5.5	s 8.30
		0.2			
	524.6	CROSSING P. E. RY.		5.3	
		0.8			
	525.4	GAMEWELL (No siding)		4.5	f 8.27
		4.3			
	529.7	CROSSING P. E. RY.		0.2	
		0.2			
Yard PWY	529.9	D-R **NEWPORT BEACH**		0.0	8.15AM
		(15.8)			Leave Daily Ex. Sunday
		Total Time			(1.00)
		Average speed per hour			15.80

COAST BRANCHES SUBDIVISION.

TIME TABLE No. 123

August 2, 1914

Eastward — FROM SAN FRANCISCO — THIRD CLASS | TOWARD SAN FRANCISCO — THIRD CLASS — Westward

Length of siding in cars, and location of Scales, Fuel, Water and Turning Stations.	156	154	152	Distance from San Francisco		STATIONS	Distance from Point Firmin	151	153	155
	San Pedro Freight	San Pedro Freight	San Pedro Freight					San Pedro Freight	San Pedro Freight	San Pedro Freight
	Leave Tuesday Thursday Saturday	Leave Monday Wednesday Friday	Leave Tuesday Thursday Saturday					Arrive Wed. Friday Sunday	Arrive Tuesday Thursday Saturday	Arrive Monday Wednesday Friday
Yard TWOFP						**LOS ANGELES**				
55 IYWP	10.15PM	7.40PM	1.45AM	489.1	D-R	**FLORENCE**	18.9	2.00AM	7.50PM	11.20PM
						1.2				
55	10.25	7.50	1.55	490.3		TWEEDY	17.7	1.45	7.35	11.05
						1.0				
				491.3		CROSSING P. E. RY.	16.7			
						0.5				
46	10.30	7.55	2.00	491.8		LYNWOOD	16.2	1.40	7.30	11.00
						2.3				
63	10.50	8.15	2.20	494.1	D	COMPTON	13.9	1.30	7.20	10.50
						2.1				
I				496.2		CROSSING P. E. RY.	11.8			
						1.5				
99	11.00	8.25	2.30	497.7		ELFTMAN	10.3	1.15	7.05	10.35
						0.7				
3				498.4		DOLORES (Spur)	9.6			
						1.6				
4				500.0		WATSON (Spur)	8.0			
						1.4				
114 Y	11.10	8.35	2.40	501.4	R	**THENARD**	6.6	1.05	6.55	10.25
						0.5				
				501.9		CROSSING P. E. RY.	6.1			
						0.2				
96				502.1		BLINNVILLE	5.9			
						0.8				
279	11.20	8.45	2.50	502.9	D	WILMINGTON	5.1	12.55	6.45	10.15
						1.6				
I				504.5		DRAW BRIDGE	3.5			
						1.0				
Yard TFOWP	11.35PM	9 00PM	3.05AM	505.5	D-R	**SAN PEDRO**	2.5	12.40AM	6.30PM	10.00PM
				505.5		**SAN PEDRO**	2.5			
						0.9				
				506.4		CENTER STREET	1.6			
						1.6				
				508.0		**POINT FIRMIN**	0.0			
	Arrive Tuesday Thursday Saturday	Arrive Monday Wednesday Friday	Arrive Tuesday Thursday Saturday			(18.9)		Leave Wed. Friday Sunday	Leave Tuesday Thursday Saturday	Leave Monday Wednesday Friday
	(1.20)	(1.20)	(1.20)			Total Time		(1.20)	(1.20)	(1.20)
	12.30	12.30	12.30			Average speed per hour		12.30	12.30	12.30

COAST BRANCHES SUBDIVISION.

TIME TABLE No. 123

August 2, 1914

Eastward — From San Francisco | Toward San Francisco — Westward

Length of siding in cars, and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco		STATIONS	Distance from Alamitos Beach
114 Y	501.4	R	**THENARD**	3.8
			1.0	
	502.4		CROSSING P. E. RY.	2.8
			0.2	
3	502.6		MEAD (Spur)	2.6
			0.3	
3	502.9		GASPUR (Spur)	2.3
			1.6	
	504.5		CROSSING P. E. RY.	0.7
			0.2	
94	504.7	D-R	LONG BEACH	0.5
			0.1	
	504.8		CROSSING P. E. RY.	0.4
			0.4	
18 T	505.2		**ALAMITOS BEACH**	0.0
			0.2	
	505.4		CROSSING S. P., L. A. & S. L. RY.	
			(3.8)	
			Total Time	
			Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction. Exceptions—No. 154 is superior to No. 155, No. 156 to No. 151.

SPECIAL RULES

Extra Trains May Pass, or Run Ahead of Third Class Trains Without Receiving Order to do so.

On Double Track Between Burbank, Shorb and Florence, Extras May Run Without Running Orders, but Must Comply with Rule 83-A.

STANDARD CLOCKS.

Santa Barbara
Oxnard
Saugus
San Fernando
River Station
Arcade Station
Colton
Beaumont
Indio
Imperial **Junction.**
Yuma
Santa Ana

WATCH INSPECTORS.

Name, Location and Territory:

G. D. Davidson Co., 307 S. Spring St., and 2217 N. Broadway,
Los Angeles and Los Angeles to Santa Barbara and branches;
Los Angeles to Mojave and Los Angeles to Santa Ana, Newport and Tustin.
Cole Bros., Whittier only
E. B. Smith, Santa Ana only
J. Hummel, Oxnard only
A. A. Poole, Santa Barbara only
T. Roberts, Anaheim only
A. D. Matz, San Fernando only
R. W. Cummings, Ventura only
R. F. Winslow, San Pedro, San Pedro to Florence.
Newton Moore, 354 S. Broadway,
Los Angeles to Beaumont including Chino and Covina Branches.
J. H. Hall, Pasadena,
Pasadena and Duarte Branches.
Luchenbach & Co., 445 S. Broadway, Los Angeles only.
E. W. Cosgrove, Colton only.
F. B. King, Redlands only.
R. M. Lee, Beaumont only.
W. A. Manson, San Bernardino only.
Pequegnat Jewelery Co., Riverside only.
C. E. Campbell, Calexico only.
H. P. Smith Co., Yuma, Arizona.
Yuma to Beaumont and Imperial Branch.

BULLETIN BOARDS.

Santa Barbara
Oxnard
Saugus
San Fernando
River Station
Arcade Station
L. A. Roundhouse
Colton
Beaumont
Indio
Yuma
Calexico
Santa Ana

CLEARANCES.

Rule 83-A not apply stations not telegraph office, or where offices closed for the day.

Trains get clearances as follows:

All at Colton and Beaumont.

All westward (except first class) at Patio and not at Yuma.

All westward first class at Yuma.

Nos. 30, 35, 37, 38 at Imperial Junction.

All branch trains at Calexico, Imperial Junction, Redlands Junction, Redlands, San Bernardino, Whittier, West Anaheim, Newport Beach, Los Alamitos, San Pedro, Duarte, Burbank, Chatsworth, Nordhoff, Montalvo, Saugus, when telegrapher on duty.

REGISTER EXCEPTIONS.

Nos. 10, 75, 76, 101, register by Form 2642 at River Station and Burbank.

Only trains terminating register at Oxnard, San Fernando, El Centro.

Only trains to and from Branch and terminating register **at Ventura Junc., Montalvo, Shorb, Bassett, Pomona, Ontario, Redlands Junc., Imperial Junc.**

No. 22 register at Montalvo.

No. 33 register at Motor Junction.

Nos. 25, 26, 49, 102 register by Form 2642 River Station, Burbank and **Saugus.**

Nos. 4 and 102 register by Form 2642 at Beaumont.

"At Registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register, as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations."

TRAIN AND AIR INSPECTION.

No Freight Train make run of more than 40 miles without stop being made for inspection of train.

Air brakes of all trains must be tested from rear at Beaumont, eastward trains at Colton, westward trains at Palm Springs.

Eastward freight trains stop at Cabazon, Palm Springs, Edom, and westward freight trains at El Casco, Redlands Junction 5 minutes or more where trainmen will make careful examination of wheels under all cars.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

"19" ORDER.

Within the automatic block signal limits between Saugus and Indio—Santa Barbara and Burbank—Imperial Junction and Yuma, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form 31 must be used (1) when orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.) (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.) (3) When issuing an order Form "G," example 3. (4) When giving any train right over all trains. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of all orders, (**Forms** 19 and 31), repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O. K.'d by Dispatcher same as within block signal limits.

AUTOMATIC SIGNALS.

Automatic block signals are in operation between Santa Barbara and Burbank, Saugus and River Station, River Station and Naud Junction, Naud Junction and Mission Junction, on westward track only, River Station and Mission Junction, Los Angeles Shop and East yard limit Indio, on Covina Branch one mile west of Pomona, between Yuma and Imperial Junction.

Trains stopped by automatic block signal (not minute block) will be governed **by rule 504. When flagman has started ahead, wait 5 minutes before proceeding.**

Overlaps are located at Shorb, Alhambra, San Gabriel, Savanna and are indicated by boards reading "In holding main track for meets eastward trains must not pass this post."

The tower signals on eastward and westward tracks at Tropico tower are semi-automatic and are held at stop by an open switch or train on main line in the same manner as automatic signals. These signals are held at stop regardless of **towerman's efforts if main track is occupied or a switch is open.**

Distant switch signals are operated **at east and west end Piru, east end** Camulos and east of East switch at Castaic and on Covina branch at Bassett. These signals will be set at "caution" by an open switch or a train on main track between signal and switch or by a train foul of Main Track.

Automatic block signals—3985 at Ventura—4026 at Montalvo—4614, 4621 at San Fernando—4500, 4513 at Saugus, 5145 at Pomona, 5396, 5399 at Colton, 5440 at Redlands Junction for trains going to Redlands Branch—6100, 6115, 6116, 6121 at Indio, 6668, 6672, 6673, 6676, 6677, 6681 at Imperial Junction, governing movement of trains entering yards will be minute blocks. If signals are to stop, wait one minute then proceed under control, not exceeding 6 miles per hour.

At night if light not burning trains will be governed by position of arm.

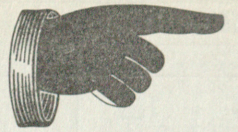
Signal failures or irregularities either action of arm or condition of light will be reported to Chief Dispatcher from first open telegraph office. He will notify Signal Supervisor and Maintainer.

On Single Track in Block Signal limit Rule 86 is modified as follows: An inferior train will clear the time of superior train in the same direction not less than ten (10) minutes.

Automatic signals on siding Beaumont between East wye switch and east end siding at Apex. Short arm on signal 5629 governs trains entering siding. If arm does not clear when switch thrown train may proceed under flag.

INTERLOCKING TOWERS.

For any movement against traffic sound one long and one short blast. When train, which has been given semaphore signal at any crossing, does not wish to use crossing, one short followed by one long blast of whistle should be sounded for the information of towerman.



"SAFETY FIRST"

Main Track.

Raymer Tower.—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

Tropico Tower.—Crossing of Pacific Electric **Railway, 0.2 miles east of** Tropico.

Shorb Tower.—Engineers of trains going on Pasadena Branch sound one long and four short blasts of whistle, for the information of towerman. Going on Duarte Branch, four short and one long. For sidings, five short; **for middle track, two long and one short;** for house track, one long, one short and one long. Engineer wishing to leave a track will sound same signal as for the track.

Monte Tower.—Crossing of P. E. Ry. 0.1 mile east of Monte. Trains wishing to move to or from siding will sound five short blasts of whistle.

Pomona Tower.—Trains desiring Chino or Covina Branch **will sound one long and four short blasts of whistle;** for siding, five short; for Storage Track and Winery spur, two long and one short blasts; for House Track, 1 long, 1 short and 1 long blast; from main track east of tower to main track west of tower four short blasts; from Chino Branch to main line, one long blast.

Colton Tower.—Crossing of A. T. & S. F. Railway, at west end of Colton yard. Eastward trains desiring coach track will sound five short blasts of the whistle; for No. 1 track, one long and four short; for No. 2 track, 1 long, 1 short and 1 long, and for Riverside Branch two long and one short.

Santa Ana Branch.

Cudahy Tower.—Crossing S. P., L. A. & S. L. Ry. at Cudahy.

San Pedro Branch.

Nadeau Tower.—Crossing A. T. & S. F. Railway, 0.9 miles east of Vernondale.

Florence Tower.—Engineers of eastward trains going on Santa Ana Branch sound one long and four short blasts of whistle for information of towerman. Engineers of westward trains wishing to take siding sound five short blasts, and westward trains wishing to move to eastward main track will sound one long and one short blasts.

Dominguez Tower.—Crossing Pacific Electric **Railway 1.5 miles west of** Elftman.

San Pedro Drawbridge Tower.—Governing **movement of trains over draw**bridge one mile west of San Pedro.

Whittier Branch.

Los Nietos Tower.—Crossing A. T. & S. F. Ry., at Los Nietos. Engineers of trains wishing to take siding will sound five short blasts of the whistle.

Tustin Branch.

Anaheim Tower.—Crossing A. T. & S. F. Ry., .5 mile east of Tustin Junction.

Olive Tower.—Crossing A. T. & S. F. Railway, .3 mile east of Marlboro.

Pasadena Branch.

Marengo Tower.—Crossing of Pacific Electric **Railway on Pasadena Branch .62 mile west of South Pasadena.**

Duarte Branch.

Arcadia Tower.—Crossing A. T. & S. F. Ry. at Arcadia **protected by derailers.**

Chino Branch.

Pomona Jct. Tower.—Crossing S. P., L. A. & S. L. Ry., 1.1 miles east of Pomona. For Packing House Track one long and four short blasts of whistle.

Ontario Tower.—Crossing S. P., L. A. & S. L. Ry., .2 mile west of Ontario.

Los Angeles Yard.

Mission Tower.—Crossing A. T. & S. F. and S. P., L. A. & S. L. Railways, 1.9 miles east of Los Angeles, or 0.7 mile east of River Station.

Engineers coming from all points to Arcade, one long blast.

From all points to the roundhouse and River Station, one long and four short.

From roundhouse to pressed-brick spur on east-bound main line, one long, one short and one long.

From pressed-brick spur through cross-over down main line, one long, one short and one long.

From pressed-brick spur through cross-over to River Station, one long and four short.

From pressed-brick spur to River Station on east bound, five short blasts.

All main track movements against current traffic, one long and one short.

Movements in or out of Salt Lake transfer, four short and one long.

River Station Tower.—Engineers will sound one long blast of whistle for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

Naud Junction Tower.—Engineers of trains running via Mission Junction will sound four short blasts of the whistle for information of towerman.

Clement Junction Tower Crossing P. E. Ry.—Engineers of trains wishing to go on Pacific Electric transfer or to Hammond Lumber Co. will sound one long and four short blasts, on Tenoni spur, one long, one short, one long blasts.

STAFF SYSTEM.

Covina Branch.—Between Lone Hill and Ganesha Jct.

Smeltzer Branch.—Between Huntington Beach and La Bolsa.

Possession of staff is authority for train to proceed to next staff.

Trains unable to secure staff from staff machine on Covina or Smeltzer branches, will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher at the first open telegraph station.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed Per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

Note—All locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive		Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM—63$\frac{25-38}{28}$	320	4200 to 4211	40	
A—84$\frac{15-25}{28}$	110	3000 to 3009	77	48375 lbs.
A—79$\frac{15-25}{28}$	102	3016 to 3024	67	46445 "
A—81$\frac{20}{28}$	105	3025 to 3071	77	46380 "
T—69$\frac{21}{28}$	149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T—69$\frac{15\frac{1}{2}-26}{28}$	142	2291, 2294, 2297	62	41526 "
T—63$\frac{18}{30}$	78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M—63$\frac{21}{28}$	155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M—63$\frac{21}{28}$	144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M—63$\frac{15-25}{28}$	144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E—69$\frac{18}{24}$	69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E—73$\frac{18}{24}$	63	1430 and 1432	61	27570 "
MC—57$\frac{26-40}{30}$	394	4000 to 4016	53	43050 "
MC—57$\frac{26-40}{30}$	398	4017 to 4028	53	43050 "
MC—57$\frac{26-40}{30}$	401s	4029 to 4043	53	43500 "
MC—57$\frac{26-40}{30}$	395s	4044 to 4048	53	43500 "
C—57$\frac{22}{30}$	180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

NOTE:—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPEED RESTRICTIONS.

Speed of passenger trains restricted to 50 miles and freight trains to 35 miles per hour, EXCEPT following speed in miles per hour over districts listed:

	Passenger.	Freight.
Saugus and Tunnel 25	..	**20**
Tunnel 25 and Sylmar	40	20
Through Tunnel 25 and 26 consume 6 minutes		
Santa Barbara and Sea Cliff	**45**	**25**
Saugus and Kemp	**40**	**25**
Kemp and Piru	**30**	**18**
Piru and Montalvo	**40**	**25**
Nordhoff Branch	20	**20**
Chatsworth Branch	**25**	**20**
Through Inter-locking limits, Shorb	15	15
Mile Post 537 and Colton	**30**	**20**
Colton and Redlands Junction	..	**25**
Redlands Junction and Palm Springs	**40**	**18**
Palm Springs and Indio	..	**25**
Knob and Araz	**35**	**20**
West end Colorado River Bridge and east end Patio yard	10	10
Branches south of Los Angeles except San Pedro Branch	**40**	**25**
Between slow-boards Harper to Newport Beach	20	20
San Pedro Branch	..	**25**
Over San Pedro drawbridge	20	20
Pasadena Branch	**15**	**15**
Duarte Branch	**30**	**20**
Chino Branch	**40**	**25**
Redlands Junction and Redlands	40	**20**
Redlands and Crafton	**35**	**20**
Laguna Dam Branch	**20**	**20**

Speed limit of first class trains, between outside switches of following yards:

Santa Barbara ....15 miles per hour
Los Angeles ....12 " " "
Colton ....12 " " "
Indio ....12 " " "

Speed of trains restricted by ordinance through city limits:

Santa Paula ....15 miles per hour
Ventura ....10 " " "
Los Angeles ....12 " " "
Pomona ....15 " " "
Ontario ....15 " " "
Colton ....15 " " "

No train exceed 20 miles per hour over any railroad, motor or electric crossing except; P. E. crossing Bloomington 15 miles per hour and westward passenger trains not restricted over crossing P. E. Ry. 0.2 mile east of Tropico.

Eight, ten-wheel and Mogul engines, running light, may make passenger train speed per special rule.

Light engines backing and trains handled by engines backing not exceed 25 miles per hour, on main line; and 20 miles per hour on Branches.

Switch engines running light not exceed 20 miles per hour.

San Fernando helpers 2900 class and consolidation engines not exceed 35 miles per hour, and when running light, speed restrictions of freight trains over districts as listed will not be exceeded, except between Colton and Indio speed of 35 miles per hour permitted.

Mallet engines not exceed 25 miles per hour.

Trains meeting on double track not exceed 20 miles per hour while passing.

Trains handling steam wrecker not exceed 15 miles per hour on branches and 25 miles per hour on main line unless otherwise instructed.

Following speed restrictions on branches will govern handling large oil cars:

Long Beach, Smeltzer, Los Alamitos and Duarte branches 12 miles per hour.
Nordhoff, Whittier, Newport Beach and Crafton branches 15 " " "
Between Florence and Santa Ana.......................... 20 " " "
Between Declez and Declezville.......................... 10 " " "
When ground is soft speed should be restricted to 10 miles per hour or less.

USE OF RETAINERS.

On freight trains descending grade between Colton and Edom all retainers will be used.

Conductors held responsible for proper handling of retainers by brakemen.

In addition, on freight trains, retainers will be used on grades in accordance with Rules 46, 47, 48 governing air brakes—"red book" effective July 1, 1909.

Retainers will be used on other trains and under other conditions where in the judgment of the engine and train crew it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade over one per cent. will not exceed 25 miles per hour, and on grades of this character more than 5 miles long, for the first 5 miles the time consumed in traveling any one mile shall not be less than 3 minutes. The above maximum speed restriction will not affect the speed on heavy grades or other locations where the maximum is now provided.

LOCATION OF OVERHEAD STRUCTURES LESS THAN 22 FEET ABOVE TOP OF RAIL.

Mile Post	Between	Height	Description
454.9	Newhall and Sylmar......	17 ft. 8 in.	Tunnel No. 25
441.2	Hasson and Chatsworth...	20 ft. 6 in.	Tunnel No. 26
442.9	Hasson and Chatsworth....	20 ft. 10 in.	Tunnel No. 27
443.9	Hasson and Chatsworth....	21 ft. 4 in.	Tunnel No. 28
415.4	Santa Paula and Kevet...	21 ft. 4 in.	Santa Paula Creek
423.0	Sespe and Brownstone....	21 ft. 4 in.	Sespe Creek
432.2	Piru and Camulos.........	21 ft. 4 in.	Piru Creek
446.2	Castaic and Saugus.......	20 ft. 3 in.	Santa Clara River
493.7	Ardmore and Cudahy.....	20 ft. 6 in.	San Gabriel River
547.3	Redlands Motor Jct.......	19 ft. 6 in.	Mill Creek
732.2	Colorado-Yuma............	21 ft.	Colorado River drawbridge

All employees are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points, and must use necessary precaution to protect themselves from injury.

SPECIAL RULES—Continued

Los Angeles Yard:

West end Midway Yard Foot Bridge	River Station.
Capital Milling Co. Bldg	“ “
Edison Electric Co	“ “
Road Crossing Bridge	Squab
Union Warehouse Bldg	Naud Junction.
Los Angeles River Bridge	Mission Junction.
Llewellyn Iron Works, House Spur	“ “
Lacey Mfg. Co., Gate Frame	“ “
Lacy Mfg. Co., crane on their spur inside of yard.	
J. E. Cook Warehouse	Jackson and Alameda Sts.
L. A. Farming and Milling Co	Commercial and “ “
L. A. Warehouse	“ “ “ “
J. A. Roebling	Market “ “ “
Western Commercial Co	“ “ “ “
Union Hardware and Metal Co	First “ “ “
L. A. Ice and Cold Storage Co	Fourth Street Plant.

PACIFIC ELECTRIC TROLLEY POLES BETWEEN LONE HILL AND GANESHA JUNCTION WILL NOT CLEAR MAN ON SIDE OF CAR.

MAIN TRACK LINE-UP AT JUNCTIONS.

Montalvo switch will be set and locked for Santa Barbara-Oxnard main track.

Burbank switch will be set and locked for Los Angeles to San Fernando main track.

Stanton Jct., west switch of wye will be set and locked for Smeltzer Branch.

CROSSINGS WITH ELECTRIC RAILWAYS WHERE S. P. DOES NOT HAVE RIGHT OF WAY.

Los Angeles Railway on Second St., crossing Davies' Spur.

Los Angeles Railway on Central Ave., crossing Bernard Spur.

Los Angeles Railway on Mateo St., crossing the Lead East end of New Coach Yard.

MISCELLANEOUS.

Trains entering sidings or other tracks, do so under control, see and know track is clear. Responsibility for collision with cars is placed with entering train.

Trains designated in orders as light extras take siding for opposing extras.

It will not be permissible to run any engine larger than 1600 class Mogul over the steel bridge No. 491-C and the wooden Howe truss bridge No. 497-D on the Santa Ana Branch, nor will it be permissible to run two engines coupled over the above bridges.

Headlight and marker lights must be displayed while passing through Tunnels 25 and 26.

Engines of freight trains must cut off to take water when more than 20 cars.

The maximum tonnage rating per operative brake of 110Ms between Colton and Palm Springs must be strictly observed.

When in an engineer's judgment, track which is protected by slow order is safe for higher rate of speed than allowed by slow order, engineer will notify conductor, stating speed he considers safe, conductor will send message to Superintendent from first open telegraph office giving information.

Trains entering Arcade Station will not pass Fourth Street until receive signal switch tender.

TONNAGE OF PASSENGER EQUIPMENT.

	Weights in Ms	
	Wood	Steel
Baggage	75	88
Baggage, Mail and Express	66	93
Baggage and Passenger	54	....
Buffet Cars	114	146
Business Cars	105	....
Chair Cars	87	98
Coaches, First Class	71	92
Coaches, Second Class	47	....
Dining Cars	128	146
Dynamo	94	105
Horse Express	81	....
Observation Cars	122	150
Postal Cars (40 ft.)	....	77
Postal Cars (60 ft.)	....	110
Pullman Parlor Cars	121	....
Pullman Standard Sleepers	128	150
Pullman Tourist Cars	94	143
Tea and Silk	48	....

LIST OF SURGEONS

Name.	Location.	District.
Dr. F. K. Ainsworth, Manager & Chief Surgeon	San Francisco, Cal.	All.
Dr. G. S. Hall, Division Surgeon	Los Angeles, Cal.	Between Burbank, Sentous, Compton, Studebaker and Bassett.
Dr. James C. Negley, Assistant Surgeon	Los Angeles, Cal.	Between Burbank, Sentous, Compton, Studebaker and Bassett.
W. W. Richardson, Visiting Surgeon, Crocker Street Hospital	Los Angeles, Cal.	
Dr. M. Lee Martin, Surgeon, Emergency Hospital	East Los Angeles, Cal.	
Dr. E. A. Bryant, Consulting Surgeon	Los Angeles, Cal.	
Dr. A. C. Rogers, Oculist and Aurist	Los Angeles, Cal.	
Dr. A. L. Holcombe, Emergency Surgeon	Compton, Cal.	
Dr. J. W. Wood, Emergency Surgeon	Long Beach, Cal.	
Dr. F. W. Reynolds	San Pedro, Cal.	Between Compton and San Pedro.
Dr. J. H. Barnebee, Emergency Surgeon	Downey, Cal.	
Dr. W. H. Stokes, Emergency Surgeon	Whittier, Cal.	
Dr. L. J. Otis, Emergency Surgeon	Norwalk, Cal.	
Dr. J. L. Beebe, Emergency Surgeon	Anaheim, Cal.	
Dr. D. F. Royer, Emergency Surgeon	Orange, Cal.	
Dr. C. D. Ball	Santa Ana, Cal.	Between Studebaker and Smeltzer.
Dr. F. C. E. Mattison	Pasadena, Cal.	Between Shorb and Pasadena.
Dr. L. N. Wheeler, Emergency Surgeon	Monrovia, Cal.	
Dr. F. B. Elwood, Emergency Surgeon	Alhambra, Cal.	
Dr. C. L. Magee, Emergency Surgeon	Monte, Cal.	
Dr. J. D. Reed, Emergency Surgeon	Covina, Cal.	
Dr. T. Hardy Smith	Pomona, Cal.	Between Bassett and Declez.
Dr. J. W. Callnon, Emergency Surgeon	Chino, Cal.	
Dr. C. Sheppard, District Surgeon	Ontario, Cal.	
Dr. J. A. Champion	Colton, Cal.	Between Declez and El Casco.
Dr. G. R. Owen	San Bernardino, Cal.	Between San Bernardino, Redlands Junction and Colton.
Dr. C. A. Sanborn	Redlands, Cal.	Between Redlands Junction and Crafton.
Dr. J. G. Baird	Riverside, Cal.	Between Colton and Riverside.
Dr. Jno. C. King	Banning	Beaumont and Imperial Junction.
Dr. T. F. Taylor, District Surgeon.	Beaumont, Cal.	El Casco and Banning.
Nurse in charge of Emergency Hospital	Indio, Cal.	
Dr. L. L. Lindsey, District Surgeon	Brawley, Cal.	Between Imperial Junction and Keystone.
Dr. C. E. Standlee	Imperial, Cal.	Between El Centro and Keystone.
Dr. F. W. Peterson	El Centro, Cal.	Between Imperial and Heber.
Dr. H. C. Richter	Calexico, Cal.	Between Heber and Calexico.
Drs. E. B. Ketcherside & J. A. Ketcherside.	Yuma, Ariz.	Between Imperial Junction and Mohawk Summit.
Dr. J. E. Wheat	San Fernando, Cal.	Between Ravenna and Burbank.
Dr. T. E. Cunnane	Ventura, Cal.	
Dr. J. P. Hinckley, District Surgeon	Fillmore, Cal.	Between Santa Paula and Carpinteria.
Dr. Benj. E. Merrill, Emergency Surgeon	Santa Paula, Cal.	Between Saugus and Santa Paula.
Dr. B. L. Saeger, Emergency Surgeon	Nordhoff, Cal.	
Dr. C. H. Downie, Emergency Surgeon	Carpinteria, Cal.	
Dr. R. W. Avery	Oxnard, Cal.	
Dr. R. Brown, District Surgeon Dr. Benjamin Bakewell, Assistant Surgeon	Santa Barbara, Cal.	Between Carpinteria and Santa Barbara.
Dr. E. H. Thompson, Emergency Surgeon	Burbank, Cal.	Between Montalvo and Burbank.
Dr. E. E. Patten, Emergency Surgeon	Van Nuys, Cal.	
Dr. M. Lee Martin, Emergency Surgeon	East Los Angeles, Cal.	

LOCATION HOSPITAL STRETCHERS.

Saugus.
San Fernando.
Santa Barbara.
Banning
Calexico
Colton
El Centro
Indio
Los Angeles
Pomona
San Pedro

HOSPITALS FOR LOS ANGELES DIVISION.

General Hospital.—San Francisco, Cal.

Division Hospital.—Crocker Street Hospital, Los Angeles, Cal.

Emergency Hospitals.—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATINGS OF LOCOMOTIVES---LOS ANGELES DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER.

CLASS		ENGINE NUMBERS	BOILER PRES-SURE	LOS ANGELES TO ONTARIO	ONTARIO TO COLTON	COLTON TO LOS ANGELES	COLTON AND INDIO	INDIO TO PATIO	PATIO TO INDIO	Los Angeles and Santa Barbara via Oxnard and between Montalvo and Saugus THROUGH East and West	LOS ANGELES TO SAUGUS	SAUGUS TO LOS ANGELES
Official				Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating
E—63$\frac{17}{24}$	56	1367	140	770	1455	770	445	1545	1455			
E—69$\frac{18}{24}$	65	1394	165	835	1580	835	485	1680	1580			
E—69$\frac{18}{24}$	69	1383, 1386, 1389, 1397	165	860	1630	860	490	1725	1630	950		
E—69$\frac{18}{26}$	74	1467	150	945	1755	945	545	1880	1755	1045		
E—69$\frac{18}{26}$	74	1482	165									
E—69$\frac{18}{26}$	62	1471	150	945	1755	945	545	1880	1755			
E—73$\frac{20}{24}$	92	1443, 1451	190	1265	2350	1265	730	2520	2350	1400		
M—63$\frac{20}{28}$	126	1615 to 1719	190	1640	2960	1640	975	3210	2960	1765		
M—63$\frac{21}{28}$	144	1725, 1742, 1748, 1762, 1766, 1768, 1784, 1787, 1788, 1789, 1803	195	1900	3435	1900	1135	3740	3435	2040		
		1800, 1804, 1807, 1809, 1811	200									
T—57$\frac{18}{24}$	76	2017, 2019	150	1045	1905	1045	615	2070	1905	1060		
T—57$\frac{18}{24}$	80	2039, 2053, 2082, 2095	165	1090	1985	1090	645	2145	1985	1200		
T—57$\frac{18}{24}$	73	2120, 2121	160	1045	1905	1045	615	2070	1905	1060		
T—57$\frac{18}{24}$	81	2128, 2131, 2151, 2163	160									
T—57$\frac{18}{24}$	88	2185	160									
T—57$\frac{18}{24}$	96	2180	170	1115	2040	1115	650	2205	2040	1210		
T—63$\frac{20}{26}$	112	2237, 2246, 2257, 2264, 2265	180	1440	2620	1440	665	2830	2620	1575	665	740
T—63$\frac{20}{26}$	116	2245	180									
T—69$\frac{20}{28}$	134	2274 to 2281	200	1615	2985	1615	940	3205	2985			
T—69$\frac{21}{28}$	149	2290	200	1760	3180	1760	1015	3420	3180	1905		
T—63$\frac{21}{28}$	144	2310	200	1900	3435	1900	1135	3740	3435	2040		
T—69$\frac{23}{28}$	174	2363 to 2370	200	2050	3770	2050	1200	4040	3770	2255		
P—77$\frac{22}{28}$	141	2435, 2436, 2437	200	1700	3095	1700	1005	3345	3095	1820		
P—77$\frac{25}{28}$	172	2454, 2455, 2456, 2457	200	2140	3990	2140	1230	4280	3990	2370		
C—57$\frac{22}{30}$	187	2549, 2554, 2557, 2564, 2763, 2765, 2766, 2767, 2768, 2770, 2771, 2774, 2782, 2783, 2784, 2788, 2789, 2791, 2793, 2835	200	2295	4115	2295	1370	4490	4115	2420	1090	1175
C—57$\frac{22}{30}$	184	2701, 2703, 2704, 2706, 2708, 2709, 2710, 2711, 2713, 2719, 2731, 2732, 2745	200									
C—57$\frac{22}{30}$	180	2634, 2637, 2650, 2655, 2662, 2663, 2665, 2666, 2669, 2692	200	2315	4135	2315	1390	4510	4135	2440	1090	1195
C—57$\frac{22}{34}$	172	2600, 2601, 2602, 2605, 2607	175	2115	3770	2115	1285	4110	3770	2195	1000	1100
C—57$\frac{22}{34}$	176	2606, 2614, 2617	185	2230	3990	2230	1355	4350	3990	2320	1050	1160
TW—55$\frac{22\text{-}35}{32}$	155	2914, 2915, 2916, 2917, 2919, 2920, 2923	190	2210	4030	2210	1310	4355	4030	2015	915	1010
TW—55$\frac{21}{32}$	155	2918, 2921, 2922	170	1785	3225	1785	1160	3515	3225	1865	820	905
A—81$\frac{20}{28}$	105	3032, 3033, 3035, 3036, 3048, 3055	200	1330	2420	1330	785	2615	2420	1265		
MK—63$\frac{26}{28}$	210	3236 to 3249	200	2890	5270	2890	1730	5720	5270	3140	1355	1500
MC—57$\frac{26\text{-}40}{30}$	394	4000, 4001	200	5230	9245	5230	3220				2500	2750
								Double Flowing Well to Iris	Helper 0.6 Patio to Knob			
		ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS. Less than 40 Ms.		3	3	3	3	6	6	3	3	3
		40 Ms. to 50 Ms.		0	0	0	0	3	3	0	0	0

W. H. JONES, Trainmaster............River Station.

C. F. DONNATIN, Trainmaster........River Station.

B. F. SCARBOROUGH, Chief Dispatcher.......Los Angeles.

J. A. DAY, Asst. Chief Dispatcher..............Los Angeles.

Dispatchers.

J. B. STEWART
F. E. SLAKER
A. SAUTTER
G. H. MARSH
H. M. BATY
J. A. WALKER
C. A. PLANTZ
J. G. RUSSELL
T. L. FOSTER
T. W. McKINLEY
J. A. O'DONNELL

W. H. WHALEN
Superintendent.

L. G. SLOAN
Asst. Superintendent.

A. F. BOWLES
Asst. Superintendent.

MILEAGE

Main Line.

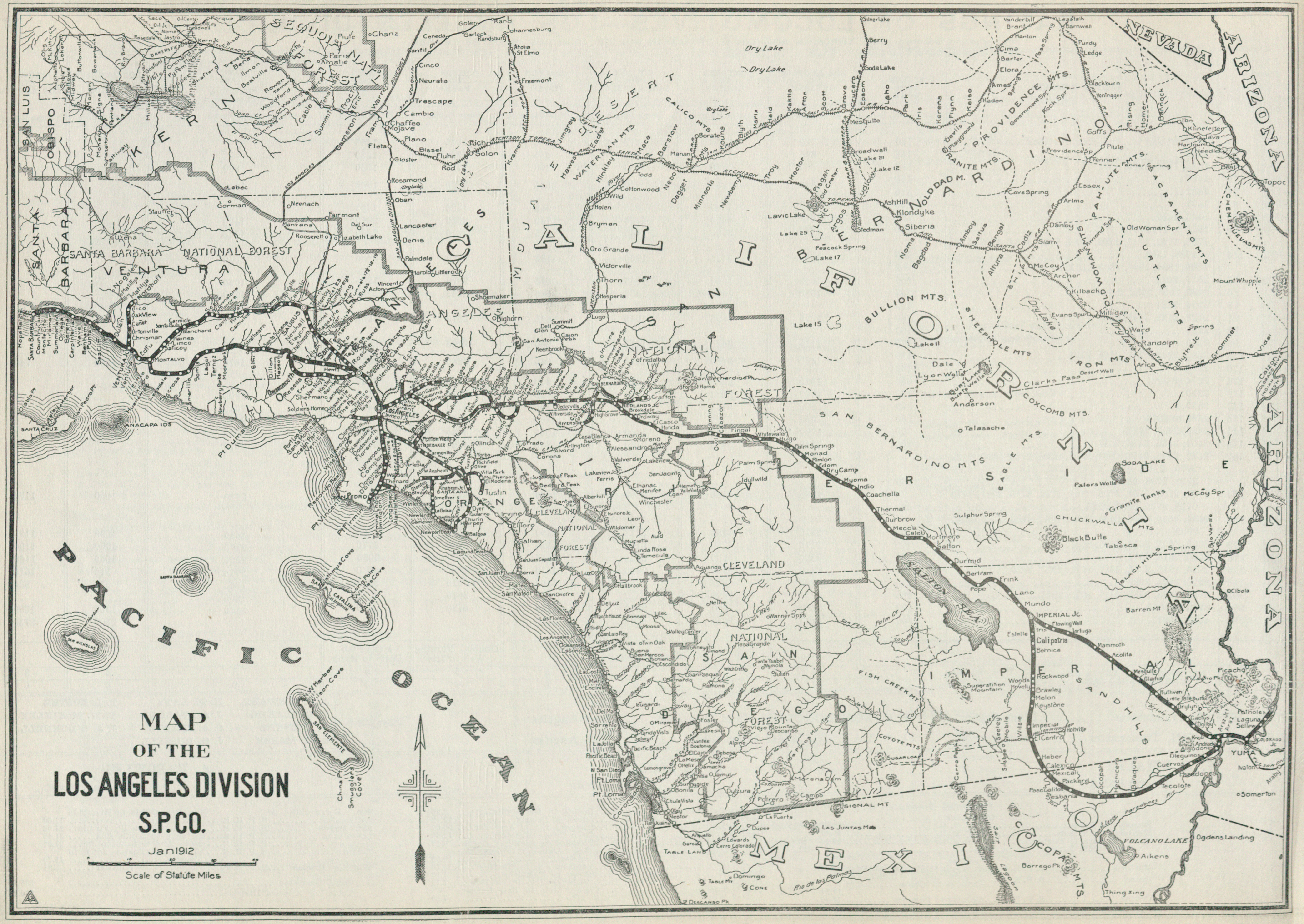
Saugus to Yuma	S. P. R. R.	282.47	
Montalvo to Saugus	S. P. R. R.	45.39	
Santa Barbara to Burbank	S. P. R. R.	93.50	
Total Main Line			421,36

Branches.

Burbank	S. P. R. R.	Burbank to Chatsworth Park	21.58
Chino	S. P. R. R.	Pomona Jct. to Chino..4.50 Ontario to Chino 5.64	10.14
Covina	S. P. R. R.	Bassett to Pomona	17.40
Declezville Spur	S. P. R. R.	Declez to Declezville	2.55
Duarte	S. P. R. R.	Shorb to Duarte	13.72
InterCalifornia Ry.	S. P. R. R.	Imperial Jct. to Araz Jct.	96.07
Laguna	S. P. R. R.	Colorado to Potholes	12.33
Long Beach	S. P. R. R.	Thenard to Alamitos Beach.	4.28
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos	10.08
Nordhoff	S. P. R. R.	Ventura Jct. to Nordhoff	15.13
Pasadena	S. P. R. R.	Shorb to Pasadena	4.83
Redlands	S. P. R. R.	Redlands Jct. to Crafton	7.19
San Bernardino & Redlands Motor Ry.	S. P. R. R.	Motor Jct. to San Bernardino	7.20
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside via Colton	12.60
San Pedro	S. P. R. R.	Los Angeles to Pt. Firmin	27.52
Santa Ana	S. P. R. R.	Florence to Santa Ana	31.43
Newport	S. P. R. R.	Santa Ana to Stanton Jct.	27.07
Tustin	S. P. R. R.	Miraflores (Tustin Jct.) to Tustin	11.70
Whittier Branch	S. P. R. R.	Studebaker to Whittier	5.91

Total Branches 338.88

Total Los Angeles Division.............................. 760.24


PACIFIC OCEAN
CALIFORNIA
NEVADA
ARIZONA
MEXICO
KERN
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SEQUOIA NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
SAN BERNARDINO NATIONAL FOREST
CLEVELAND NATIONAL FOREST
MOJAVE DESERT
SALTON SEA
LOS ANGELES
SAN PEDRO
SAN DIEGO
RIVERSIDE
SANTA ANA
BAKERSFIELD
BARSTOW
NEEDLES
YUMA
IMPERIAL Jc.
EL CENTRO
CALEXICO
MEXICALI
SANTA CATALINA
SAN CLEMENTE
SAN NICHOLAS
SANTA BARBARA
SANTA CRUZ
ANACAPA IDS
CALICO MTS
PROVIDENCE MTS
BULLION MTS
SAN BERNARDINO MTS
CHUCKWALLA MTS
SAND HILLS
VOLCANO LAKE
COCOPA MTS
Scale of Statute Miles

MAP
OF THE
LOS ANGELES DIVISION
S.P.CO.

Jan 1912

Scale of Statute Miles